HOPETOWN SPECIAL

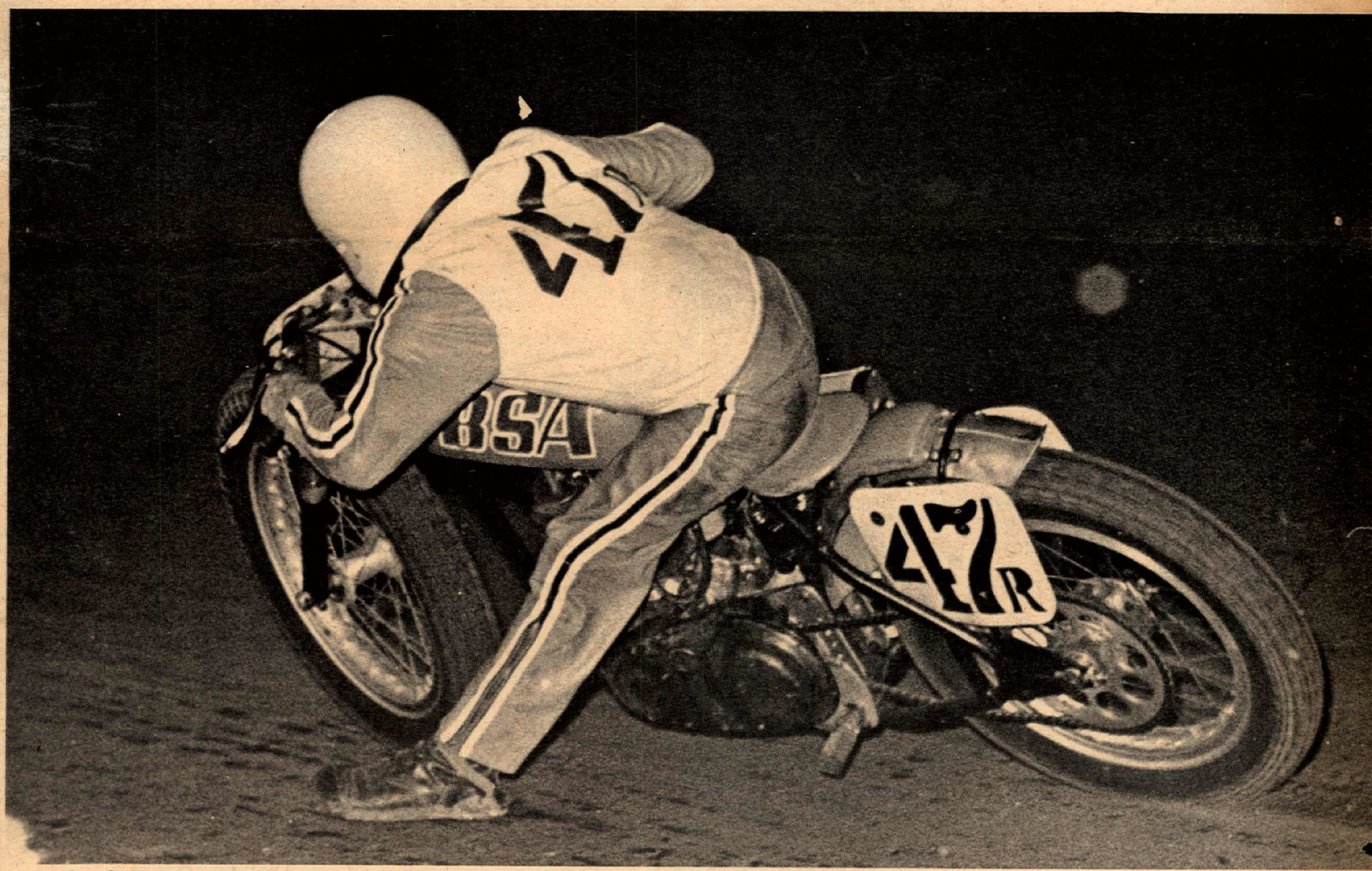
32 pages

VOLUME IV NUMBER 45 "The Motorcycle Enthusiasts' Weekly Newspaper"

CYCLE NEWS

25¢

November 23, 1967



Smallest rider in professional AMA competition, Shorty Seabourne, took the biggest win of his six-year racing career when he turned back the troops in the Ascot 20-Lap State Championship season finale. Riding the Dick Keim BSA, Seabourne also took his last ride as 47r. Next year he'll sport National Number 27, formerly held by Guy Louis and Elliott Schultz. - Photo by Walt Mahony.

CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

NEWSPAPER

NATIONAL CALENDAR OF EVENTS

RACING- IT MAKES THE WORLD BETTER

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY FRIDAY NIGHT

A.C.A. SANCTIONED T.T. & SHORT TRACK RACES at new Trojan Speedway, located corner Long Beach Fwy. and Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. Jr. & Sr. classes. Professional, 40% guarantee. Pits open at 5 p.m., races at 7:30 p.m. Two classes — 100cc & 250cc. Any license okay, ACA, AMA, AFM, etc.

EVERY SATURDAY

BAY MARE RACE TRACK, off Hwy. 118 between Somis and Moorpark, Calif., is open all day for practice. Call (213) 421-3629.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, $10.00 per student. For information call Bob Braverman at (213) 785-2421.

1st & 3rd SATURDAY

PROFESSIONAL INDOOR SHORT TRACK at Minneapolis Armory, Minneapolis, Minn., starting Sept. 16 and continuing all winter. AMA 3-Star minimum. Public admitted 7 p.m., time trials 7:30 p.m. Advance tickets $1.50, $2.00 at door. For rider information contact T.C. Pro-Cycles, P.O. Box 5100, Minneapolis, Minn. 55406.

EVERY SATURDAY NIGHT

TT RACING at Perris Park. Off Hwy. 74 near Perris, Calif. Gates open 6 p.m., entries close, practice starts 7:30, races 8 p.m. $1.25 admission, $2 to ride. 150 entries maximum. 4 hour show.

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

TELL THEM YOU SAW IT IN CYCLE NEWS

EVERY SUNDAY

TT RACES at Bay Mare Track. Directions: Off Hwy. 118 between Somis and Moorpark, Calif. Track open for practice at 9 a.m., races start at 11:30 a.m. Call (805) 495-8928.

FRIDAY, NOV. 17, 24, DEC. 1, 8, 29, JAN. 5, 19, 26, FEB. 2, 9, 16, 23 & 24 (Sat.)

INDOOR SHORT TRACK at San Jose, Cal. Exposition Bldg., County Fairgrounds, Tully Rd. between Fwy. & Monterey Hwy. Promoted by Barkhimer Assoc. Free parking, flat asphalt oval. Purse $450 plus 40% over $2200 gate. $50 per week to hi-point season rider. Gates open at 6 p.m., first race at 8:30 p.m. Adults $2.50, kids under 12, 75¢. Nov., Am., and Exp. professional AMA riders.

SAT. & SUN., NOV. 17th & 18th

1st ANNUAL GRAND PRIX AND INTERNATIONAL MOTO-CROSS presented by the Prospectors M.C. AMA and ACA sanction. Dist 37 TT points. 100-125cc run Sat. Nov. 18, big bore Sun. Nov. 19. First event 9 a.m. both days. Mail entry only, postmark determines start position. Limited entries, close midnight Nov. 10. Top International and American riders. Freeway all the way north on Hwy. 99, limed from 1-1/2 mi. north of Tips Restaurant, then west on Hasleys Canyon Rd. approx. 5 mi. off Fwy. Good spectator course, 30 min. from downtown L.A. Free Hodaka given on Sunday, souvenir pins, ambulance and concessions available. Mail entries to Prospectors M.C., 220 E. 64th Pl., Inglewood, Cal.

SUNDAY, NOVEMBER 19th

12th ANNUAL TURKEY MUD SCRAMBLES by Sidewinders M.C. of Portland, Ore. Starts at 1 p.m., AMA sanc. sportsman event, all classes. Riders will scramble (on foot) for 2 live turkeys. Location: Sidewinders M.C. Race Track on Lawnfield Road, Clackamas, Oregon (south of Portland, Ore.).

SUNDAY, NOVEMBER 19th

SPORTSMAN SCRAMBLES by Palo Alto M.C. at Fremont, Calif. Raceway. Take Durham Rd. off Hwy. 17. Practice at 9:30 a.m., races begin at 12:30 p.m. All classes except women. $1.50 to watch or ride.

HARE SCRAMBLES by Hi-Jinx FMC at El Mirage, Calif. Dry Lake Bed. 50-mile ride in approx. 10-mile loops, 125cc max. Riders meet at 9:45 a.m., race at 10 a.m. Entry fee $2.50. Take Barstow Fwy. past Summit Inn to Adelanto turnoff. In Adelanto go left at El Mirage turnoff (posted) and follow the lime onto the lakebed. Trophies to top places.

100-MILE CROSS COUNTRY, 1st annual event presented by the Family Fun Wheelers M.C. of Yakima, Wash. Between Yakima and Moxee, Wash., follow the red arrows. Starts at 10 a.m., 30% trophy payoff. Powder Puff, 100-200-250-500-Open classes. $3.00 pre-entry, $5.00 post-entry. Send entries to Pomeroy's Cycle Shop, 611 So. 1st St., Yakima, Wash. 98901, with name, address, make and size of bike. For more info call GL 2-2188.

POKER RUN by Jaspers M.C., starts at Clubhouse, NW corner Palm & Mission, Ontario, Calif. Sign-in 8-10 a.m., finish 1 p.m. Field events, coffee & donuts at start, free food at finish, fun and games. Entry fee $1.75, for info call (714) 986-3118.

TROPHY PRESENTATION by the Riverside Bombers M.C. Awards given to trophy winners in the Nat'l Champ. Cactus Derby held Oct. 1. Starts at 2 p.m. at the Bombers Club House, 2542 Rubidous Blvd., Riverside, Calif.

BATTLEFIELD ENDURO, 2nd Annual event by Mississippi Enduro Team at Vicksburg, Miss. Top Southern states riders challenge top Northern states riders for Top Team Trophy. AMA sanc., 3 riders make a team. Trophies all classes, 7-ft. top rider trophy. Six riders make a class. AMA card, mufflers & license plates mandatory. Run starts at Honda Shop, 2424 Clay St., Vicksburg, Miss. at 9 a.m.

ANNUAL HARE SCRAMBLES by Polka Dots M.C. at Wilseyville, Calif. (Schaad's Resort). Limed and arrowed from Jackson, state Rt. 88. Spark arrestors required, AMA sanc., rain or shine. $2.00 to ride, $1.00 to watch, refreshments and rest rooms. A & B classes 0-100cc, 101-250cc, 251-Open, Sidehacks. Perpetual trophies.

SUNDAY, NOVEMBER 19th

SCRAMBLES at Lodi Cycle Bowl, Lodi, Calif. promoted by Lodi M.C. AMA sanc., admission $1.50 to ride or watch. Signup 9-11 a.m., first race at Noon. Write Lodi M.C., 5801 Morse Rd., Lodi, Cal. 95240 for more info.

5th ANNUAL TURKEY RUN by Los Ancianos M.C., AMA Dist. 38 sanc., fast course. Approx. 65 miles of Anza-Borrego desert. 11 a.m. start from Hwy. 78 at San Felipe Wash Bridge, 5 mi. east of Octillo Wells, Calif. and 10 mi. west of Hwy. 86 & 78 Junction.

FRIDAY, NOVEMBER 24th

LEGISLATIVE MEETING at the San Franciscan Hotel in San Francisco, Cal. Open to all Calif. M.C. dealers, this special seminar is hosted by the International Sport-Cycle Foundation. Guests will include Assemblyman John Foran and Sen. Randolph Collier, who wish to work out differences with the motorcycle industry before next year's session. Dealers, here's your chance. For more info contact Ted Long, Director, Cycle Foundation, P.O. Box 5945, San Francisco, Calif.

NOVEMBER 23rd—26th

CYCLE '68 MOTORCYCLE SHOW, presented by International Sport Cycle Expositions at Brooks Hall in San Francisco's Civic Center. Held during official Calif. State Cycle Week Nov. 2-5. Hours 4-11 p.m. Nov. 2 & 3; 11 a.m.-11 p.m. Nov. 4; 11 a.m.-11 p.m. Nov. 5. Adults $2.00, children under 12, 75¢. Featuring customs, antiques, racers, movies, door prizes including free motorcycles, Evel Knievel's opening night jump in Civic Center. Also introduction of '68 models, Civic Center GP by AFM's GP and sidecars, and continuous indoor bicycle racing on closed course.

SATURDAY, NOVEMBER 25th

NATIONAL CHAMPIONSHIP HARE & HOUND by San Gabriel Valley M.C. 1st Annual Barstow (Calif.) to Las Vegas (Nev.) run. Televised. Entry $5.00 by mail, $6.00 post. Start 9 a.m. sharp. Two gas stops, small tanks maybe more. Overnight camping area at start with 24-hr. service station and cafe. Bring your own pits. Limed from Minneola Rd. and Interstate 12, approx. 12 miles north of Barstow, Calif. Mail standard entry to Bob Holmes, 866 E. Comstock, Glendora, Calif. For info call (213) 444-3445 after 4 p.m. All Dist. 37 riders are welcome to compete.

THIS CHRISTMAS GIVE CYCLE NEWS GIFT SUBSCRIPTIONS TO YOUR FRIENDS & FAMILY...

Nothing gives so much pleasure all year long as a gift subscription to America's Weekly Motorcycle Newspaper, CYCLE NEWS. Just fill out the coupon below, mail it to Cycle News, and your gift-giving problem is solved. We'll send a beautiful Christmas card to your loved one just before December 25th that says *"Merry Christmas! You have a gift subscription to Cycle News from...."* And we'll send Cycle News for one year, starting with the first issue of 1968.

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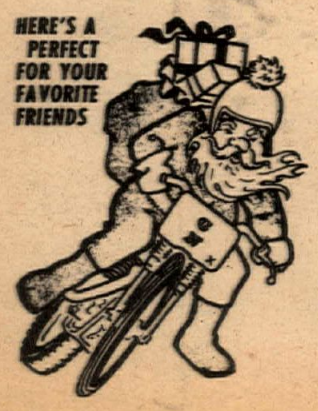

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SAT. & SUN NOVEMBER 25th & 26th

3rd ANNUAL INDIO MOTORCYCLE TOUR sponsored by Pacific Coasters M.C., co-sponsored by Indio Chamber of Commerce.

SUNDAY, NOVEMBER 26th

FORST RANCH INTERNATIONAL MOTO-CROSS, ACA-sanctioned. All amateur class trophies, plus 250cc and 500cc Int'l moto-cross featuring the 6 Int'l riders now touring the U.S., headed by Torsten Hallman and Joel Robert. Both 250 & 500 Int'l events will be professional. Entry fee $5.00 admission $2.00. First event 11 a.m., pit gates open 8 a.m. Entries close Nov. 20, additional fee for post entries. Mail entries to ACA, P.O. Box 247, Fullerton, Calif. or call (714) 528-4290. Forst Ranch located Hwy. 99 between L.A. Co. Honor Farm and Castaic on west side of Fwy. Can be seen from Fwy. and will be marked.

INDOOR SHORT TRACK, AMA professional sanc., presented by Valley Sports, Inc. at Fresno, Calif., in the beautiful new Fresno Convention Center Complex. Nov., Am., Exp. riders. Purse $900 plus 40% over $4000 gate. Free practice 1st date only at 3 p.m., time trials 5:30 p.m., first race 7:30 p.m. All seats $2.50. For more info contact Harold Murrell, 505 W. Kearney Blvd., Fresno, Calif. 93706 or call 268-8856. More races Dec. 10 & 17, Jan. 7, 14 & 28, Feb. 4, 11 & 18.

CROSS COUNTRY SCRAMBLES by Coos County Racing Assn., 7 mi. south of Coos Bay, Oregon, on Bandon Hwy. Approx. 75 miles, two laps for experts, one lap for beginners. Six bikes make a class – 100-175-250-Open. Rain or shine, signup at 10 a.m., race at 11 a.m. Av. speed 20 mph, top speed 60 mph. Entry $3.00 to Coos Co. Racing Assn., 1127 S. Broadway, Coos Bay, Ore. For info call 267-3311.

SCRAMBLES at Lodi Cycle Bowl, Lodi, Calif. Presented by Lodi M.C., AMA sanc. Signup 9-11 a.m., race at Noon. Admission $1.50 to ride or watch. Contact Lodi M.C., 5801 Morse Rd., Lodi, Cal. 95240 for further info.

IRON HORSE ENDURO, sponsored by Bay City M.C. at Lucerne, Calif. 115 miles of mostly dirt trails at 24 mph average. AMA sanc., mufflers and spark arrestors required. A & B classes, entry $3.00, closes Nov. 21. Contact Bay City M.C., 2180-A Folsom St., San Francisco, Cal. for more info.

HARE SCRAMBLES by Visalia Ramblers M.C., limed from Avenal, Calif. AMA Dist. 36-A points. Entry $3.00, spectators free. Concession stands, restroom facilities.

MOTO-CROSS, by Richmond Ramblers M.C. in Richmond, Calif. AMA sanctioned. Signup 9-11 a.m., practice 9:30-11:30 a.m., race at noon. Rain or shine, $1.00 to watch, $1.50 to ride.

THURSDAY, NOVEMBER 30th

SCTA MEETING at So. Calif. Trials Assn. Headquarters, 4707 W. 164th St., Lawndale, Calif. Starts at 7:30 p.m. Refreshments will be served. If anyone has movies to show, please bring them along.

SATURDAY, DECEMBER 2nd

TROJAN INDOOR PROFESSIONAL RACING at Long Beach Arena, Long Beach, Calif. Two classes, 125cc & 250cc. Special practice noon to 4 p.m. Sportsmen welcome to afternoon practice. Pit gate opens 6 p.m., closes 7:30 p.m. $200 minimum guarantee to 250 Main Event winner & $100 minimum guarantee on 125cc Main Event winner.

SUNDAY, DECEMBER 3rd

SCTA TRIALS at Little Rock, Calif. There will be an overnight campout on Sat. Starting time Sun. 10 a.m. This is the last trials for 1967. Limed from 77th St. in Little Rock.

14th ANNUAL SHOT GUN ENDURO, by Yellow Jackets M.C., rain or shine, AMA sanc. Starts at Cook's Station, approx. 29 miles east of Jackson, Calif. on Hwy. 88. Entry fee $3.00, post entry $4.00. Team $3.00 (3 riders make a team). Send to Armada, 465 - 5th Ave., Redwood City, Cal. 94063. Entries close Nov. 30. Novice & Expert classes if 6 or more, sizes: 0-125; 126-150; 251-Open. Half-hour layover at noon check; gas and food available. No sidecars, spark arrestors mandatory, mufflers advised. First rider out at 9:01 a.m., 24 mph average for approx. 100-mile course.

SUNDAY, DECEMBER 3rd

4th ANNUAL UNITED STATES GRAND PRIX ROAD RACE CHAMPIONSHIP, Willow Springs Int. Raceway. Pit Gates open 8:30 a.m., qualifying 9:30 to 11:00 a.m., first event 11:30. All classes G.P. and Production plus Sidecars. ACA sanctioned national points race. Entries close Nov. 27th; additional fee for post entries. General admission $2.00, children free. Track located Rosamond, Calif., 11 miles north of Lancaster and 5 miles west of Rosamond on Rosamond Blvd. For info. contact ACA, P.O. Box 247, Fullerton, Calif. 92632 or phone (714) 528-4290.

HARE SCRAMBLES, sponsored by Dyna-Mites M.C. Start at 10 a.m., limed from Ponderosa (Calif.) Hwy. 145 & Ave. J.

RIVERSIDE EUROPEAN SCRAMBLES by the Hi-Jinx FMC, limed from Central Ave. south off Riverside Fwy. Riders meeting 9:30 a.m., start time 10 a.m. Entry fee $3.00, limit 125cc. Lots of sand, rain or shine.

EUROPEAN SCRAMBLES presented by Bushmasters M.C. All classes, rain or shine, six bikes make a class. Races start at 10 a.m. Location: In the Canyon Crest (Calif.) area, take Hwy. 395 southeast from Riverside to Edgemont, turn left on Alesandro at signal light and follow the lime. No affiliation required.

1st ANNUAL HARE SCRAMBLES by Cyclers M.C. of Bakersfield, Calif. AMA sanc., lots of trophies, 6 riders make a class, refreshments available. Entry $3.00. Limed from Bakersfield Speedway on No. Chester, starts at 12 noon. For info call Jack Benson at FA 4-0666 in Bakersfield, Calif.

MONDAY, DECEMBER 4th

AMA DIST. 36 REFEREE'S MEETING at Hayward M.C. Clubhouse, 3800 Depot Road, Hayward, Calif. Nominations for 1968 Dist. 36 Comp. Comm. must be in at this meeting. Starts at 8 p.m. All area clubs should send delegates to take an active part in Dist. 36 business.

SUNDAY, DECEMBER 10th

4th ANNUAL HIGH DESERT HARE & HOUND by the Cascade M.C., starts 23 miles east of Bend, Oregon on Alfalfa Road. All classes, riders meeting at 9:30 a.m. sharp, race at 10 a.m. Two times over 50-mile course, gas at start/finish line. Entry fee $3.00, many trophies.

NEVADA CHAMPIONSHIP TT SCRAMBLES, AMA sanc. One mile south of the new Desert Spa on the old Los Angeles hwy. Limed from the Hotel Tropicana in Las Vegas, Nevada. Practice 11 a.m., race at Noon. Last and best race of the season. For info call (702) 382-6600 from 9 a.m. to 6 p.m.

"TOYS FOR TOTS" POKER RUN, presented by Oxnard M.C., at Oxnard, Calif. All size bike and car entries accepted. Field meet events, too. Donation 50¢ and one new or repairable toy per person, with all proceeds going to the Marine Corps "Toys for Tots" drive. Signup 8-9:30 a.m. at Wallace Machinery Co., Rose Ave. & Hwy. 101, Oxnard, Calif. For further info contact Oxnard M.C., P.O. Box 1094, Oxnard, Calif. 93030.

SUNDAY, DECEMBER 17th

RIVERSIDE BOMBERS TT SCRAMBLES have been cancelled.

THURSDAY, DECEMBER 21, 1967

LAST ISSUE OF CYCLE NEWS FOR 1967—Volume IV Number 50 of Cycle News, the last issue before annual 2-week vacation, will go on sale on this date.

THURSDAY, JANUARY 11, 1968

FIRST ISSUE OF CYCLE NEWS FOR 1968—We'll be back in dealers' stores, on newsstands, subscribers mailboxes and vending racks with a new look for '68!

WORD POWER

Did is a word of achievement,
Won't is a word of retreat,
Might is a word of bereavement,
Can't is a word of defeat,
Ought is a word of duty,
Try is a word of each hour,
Will is a word of beauty,
Can is a word of power.

INDOOR RACING AT FRESNO STARTS NOVEMBER 26

Cycle racing returns to the central Calif. area on Sunday night, Nov. 26th when promoter Harold Murrell slates indoor racing at Fresno. This will be an AMA sanctioned event and will run in the Fresno Convention Center on a 1/10th mile paved oval.

The November 26th event is the first of seven indoor races proposed for Fresno on Sunday nights between now and the 18th of February.

The new location will host a two-class program. The first class is for machines up to and including 125cc machines and the second class for machines over 125cc and up to and including 250cc. Riders may ride in both classes but must have two different machines, one for each class. No rider will be allowed to ride the same machine in both classes.

To allow plenty of time for the riders to acquaint themselves with the course an afternoon practice will be held on race day. Practice will start at 2:30 p.m. and conclude at 6:30 p.m. An early race time of 7:30 p.m. is slated to allow an early finish and an early departure for out-of-town riders.

The purse is a guaranteed $900.00 up to the first $4,000 gross. After that 40% over the $4,000 will be added to the $900.00 purse. The winner of the 250cc final is guaranteed a minimum of $200.00 while the winner of the 125cc final will be guaranteed a minimum of $100.00.

The event is open to all AMA riders whole hold Novice, Amateur and Expert professional licenses for 1967. Additional information may be obtained by writing or calling Harold Murrell at 505 W. Kearney Blvd. in Fresno. Phone: (209) 268-8856. Remember the opening race date is SUNDAY NIGHT, November 26th.

FIRE INTERRUPTS BAKERSFIELD HILLCLIMB

First in the Bakersfield Hillclimb 650cc-Up Class was Triumph-mounted Albert Ponte of San Jose, shown displaying his trophy

Story and Photo by M.J. Oxford

The hillclimb held in Bakersfield, California on October 15th was well-attended and produced several trophy winners in four classes – 80-250cc, 300-350cc, 450-500cc and 650cc-Up.

One unexpected added attraction was a blazing brushfire which came dangerously close to the site of the climb, holding up the event for three hours, white participants and spectators watched uneasily, ready to load up and leave if necessary.

But the hillside blaze was controlled, and the peak-climbers' action continued to a successful conclusion.

(Results on pages 20 & 21)

Barstow to Las Vegas

NATIONAL CHAMPIONSHIP HARE & HOUND

by the San Gabriel Valley M.C.

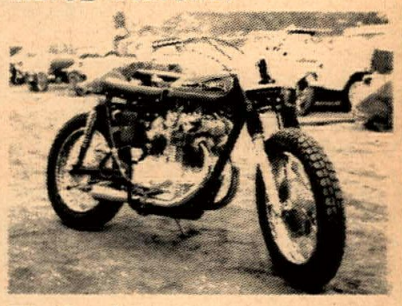
SATURDAY NOV. 25th 1967

START 9 a.m. SHARP

* 13 miles North of Barstow, limed from Minneola Rd. & Interstate 12.
* Maps & rider instructions will be passed out before the start.
* Gas checks approx. 50 mi. apart. Plus additional gas stops for tiny tanks.
* 100cc Trail Bike Class goes all the way. Start 15 min. after big bikes.

SPEED SECRET IS OUT!

Now it can be told. Circle City Cycle Center's fabulous 450cc Honda, which has won more tt-scrambles from Oregon to San Diego than any other 450, does it with POWROLL PERFORMANCE PISTONS!



That's right, Raced by Monte Darling and John Rice, the CCCC 450 did it with POWROLL PISTONS. This speed secret is brought to you through the courtesy of CIRCLE CITY CYCLE CENTER, 525 Maple Street, Corona, California.

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RIDING SCHOOL

SAT. DEC. 2nd & Sunday Dec. 3rd

9 a.m. to 4 p.m.

All riders welcome... Beginners to Experts. Torsten Hallman and the European Moto-Cross Stars will be instructors. LOCATION: Los Angeles Area.

COMPLETE COURSE $25..

All interested riders send $10 for Entry Confirmation

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BY CHUCK CLAYTON

THE RACE THAT WAS AND THE ONE THAT WASN'T

Last weekend a record crowd of motorcycle fans witnessed one of the great remaining spectacles of racing. The DirtDiggers Motorcycle Club's Grand Prix (actually a long scrambles) almost evolved from a local, District 37 competition into an international status event.

Only almost. For the six international riders who came and gave us all here in America a new standard of racing excellence to strive for, may not ever return—at least not to Hopetown.

The DirtDiggers may not be the hardest American club to deal with, but they have got to rank among five or six finalists. A Motorcycle club generally spreads its responsibility among its members so thinly that, in case of a lawsuit or other corporate unpleasantness, nobody has to take the blame. Since the clubs mainly exist to ride for fun and put on races, the organization is informal and no one person, even the president, has the power to commit the club to any agreement without the consent of the members. So when the DirtDiggers agreed to pay the international riders expense money for coming to Hopetown and later reneged, on the reasonable premise that they would probably win all the prize money anyway, there was nobody to sue.

At that point Mr. Edison Dye, the U.S. Husqvarna Distributor who has all the international riders under contract here, decided to put on a race the same weekend in the San Diego area, and turn all the proceeds over to the boys. That's free enterprise and the American Way. Wes Cooley, the newly-elected president of MICUS (Motorcycle International Competition in the U.S., the F.I.M. governing body here), saw that Dye got a sanction and nothing anyone could say or do seemed able to prevent the two events from proceeding on their spiteful course.

Finally the DirtDiggers, seeing that Dye wasn't bluffing, ponied up the starting money that was originally promised (it is said that ABC TV's Wide World of Sports kicked in). Meantime the local Jawa-CZ distributor, who hasn't been famous for his love of the sport, persuaded the factory to order its riders not to ride Dye's event. Then in jumped Cycle World, the European enthusiast's leading magazine, with an offer to pay Dye's promotional expenses if he would call off the San Diego Motocross. Finally, in an all-night session last Thursday, Dye capitulated, "for the good of the sport," and postponed his event.

It was too late to warn hundreds of enthusiasts who had already made plans to watch or ride the San Diego affair. And it was too late to salvage much of the U.S. reputation for square dealing. Said CZ team manager Chris Lavery after the Thursday night session, "I've taken teams to race in Russia and I thought I'd met the limit in guys who can't give you a straight answer. But these Californians! One person tells you one thing and the next one denies it and tells you another!"

So who were the bad guys in this little "spectacle behind the spectacle"? In my not-unconsidered opinion there were no evil thoughts lurking in any of the men's minds. Edison Dye was only looking after the welfare of his riders, who are no better off economically than our own professional racers. Wes Cooley rightly reasoned that the sport would support two nearly identical events the same weekend, over 100 miles apart. The DirtDiggers club didn't expect to make a large profit from Hopetown weekend and anything they did to salvage their event is probably forgiveable.

Thank heavens, and we hope Mr. Lavery takes heart, this weekend's Prospectors International Moto-Cross, at which the Europeans will meet The Californians again on a different course, is not likely to get fouled up in back-room negotiations.

HOW THEY DID IT TO US

Watching the European riders race, three elements of style seemed to set them distinctly apart from our riders. 1) They didn't waste time in speed-consuming slides. Whereas our aces would slide, beautifully and spectacularly, around the radius of the turns, the Europeans slid only a few degrees to set up for a straight shot across the chord of the turn, then a short slide to set up for the exit, and W.F.O. until the next bend in the course. 2) They used the whole course and then some in finding the shortest way around. Never did I observe any European cutting the course; "clipping" would be a more correct term. Perfectly legal and extra quick. 3) They seemed to be thinking about their race more than our guys. By the end of the day they had the course programmed in their minds so that each change flowed into the others like a concert. They set up for the turn coming before they were out of the one they were in. I'm looking forward to observing them better this coming weekend at Castaic, where, I'm told, you can see 90% of the course at once.

THE RUMOR MILL

WOULD YOU BELIEVE?

...The Eddie Mulder really surprised the European moto-cross teams (as well as the Ascot officials) when he "borrowed" a team bike and "won" the demonstration race at Ascot Friday night.

* * * * * * * * * * * * * * * * * *

...That Evel Kneivel will attempt a new Indoor Jump Record at the Long Beach Arena December 2nd.

* * * * * * * * * * * * * * * * * *

...That LaPaz bike winner Malcolm Smith broke a leg while riding for publicity pictures last Thursday.

* * * * * * * * * * * * * * * * * *

...That Dan Gurney, America's number one competitor in World car championships, will be at Castaic to cheer on the Montesa team in the Prospectors Moto-Cross this weekend.

* * * * * * * * * * * * * * * * * *

...That the only two-up team to finish the Cactus Derby was that of Prospector Kris Cox and his wife, Ann Marie? Riding their 650 Triumph, they would have finished higher except for arriving too EARLY at the check points.

* * * * * * * * * * * * * * * * * *

START MONEY FOR ALL?

WHY can't our American Riders get a little start money also? The European factory paid riders get it.

Why not? Our riders would try harder if they just got 1/2 what the European factory riders get. Let's be fair.

WHAT about it, Prospectors and Forst Ranch? Let's help out 4 or 5 of our own riders. They can use the money too.

NAME WITHHELD BY REQUEST
North Hollywood, Calif.

"Maybe Americans like to pay the competition to beat them. There's a word for that. Any other readers care to comment?"

TREMENDOUS TV COVERAGE

I have just watched the National Cross Country Motorcycle Championship on T.V. and it was PERFECT. It showed what goes on out there, what the rider has to contend with, etc, etc.

Let's let "Wide World Of Sports" know how much we enjoyed it; perhaps we will see another Desert Bsh in the not too distant future if we do.

BOB GETZ
San Diego, Calif.

("Wide World of Sports" address is 1330 Avenue of the Americas, New York, N.Y. 10019.)

Voices

OSTRICH ATTITUDE?

Apparently once again the almighty American dollar and the ostriches win out again. For the second straight year the powers behind the scenes will try to cheat the Southern California motorcycle enthusiasts and participants out of the race of the year.

Southern California has the most active situation in American and probably the world. Just look at the motorcycle sales, number of participants, active clubs, races, etc. This situation is not primarily the result of the work of professional promotors or distributors or dealers. It is the work of countless numbers of individual riders, their friends and families who buy the motorcycles, support the events, pay their money to see professional races, and work thousands of unpaid hours through the year to put on the amateur events, both desert and scrambles, that are the backbone and minor league farm system for motorcycling in So. California.

All of these people and clubs do these things for no monetary return and for the pure sport of it. They spend their hard earned money for the motorcycles and admissions that keep the distributors, dealers and promoters getting fatter.

In the past we have only had the opportunity to read about or look at pictures of the European "World" Champions. These riders are supported by European manufacturers who sell the majority of their motorcycles in the U.S., yet until last year we had never seen one of them. A rather odd situation. Finally, last year at the Dirtdiggers Hopetown event (the biggest entry list in the world, I am told) we had the pleasure of seeing Torsten Hallman, World's 250 Moto Cross Champion. Certainly anyone who saw him in action was convinced of his champion stature. But bullheadedness on the part of our beloved AMA (and the Dirtdiggers?) cheated us out of seeing him in action against our finest. Triumph's hierarchy apparently helped this mess along. Round one to the Ostriches.

This year after much playing around we assumed the AMA et al., had buried the hatchet, for the good of the fans and riders, who are after all the only excuse for their existence. We would get to see an even stronger line up. Zowie! Torsten Hallman, Joel Robert, Dave Bickers, Roger DeCoster, et al., vs. over 800 of the good guys. What a weekend! Sorry. The fast buck and the Ostriches enter again. AMA mumbling about sanctions, and an ad showing the Europeans at some quickie event in San Diego. A call to the number listed gets us Med. International, the Husqvarna distributor. Their next ad gives a discount to "anyone who produces a starting receipt from any rival club for the same date." A direct slam against a race that is an annual classic, the largest race in the U.S., sponsored by a non-profit club full of awfully hard working enthusiasts. What was the problem this time, starting money? I have been told that at least some had been offered and the rest would have to come by the good old American system of racing for it.

Somewhere along the line we have been done in again. I feel the distributors, promotors, and sanctioning bodies who earn their living from the fans of Southern California have a moral obligation to stop all this cross-fire that robs us of the chance to see our best vs. their best at the big one, Hopetown.

The Europeans are professionals and surely should be paid for their efforts. But if there are problems, it should have been up to their respective distributors and the sponsoring club to cut through the fog and clear it up. It was up to the AMA and the Dirtdiggers and district 37 to clean up the mess on the sanction.

How about giving a break to the poor slob who pays the tariff all year long? Somebody at least owes us an explanation.

36 DISGRUNTLED HOPETOWN RIDERS
Los Angeles, Calif.

P.S. We are not Dirt Diggers.

ATTENTION TEACUPS

Dear Chuck:

In regards to our talk last evening about 50cc G.P. Division II class, as you must know the Division II, 50cc bikes have been pushed around by AMA and the AFM. (In fact all of the 50 bikes have. All they seem to want is our entry fee money to help put on a race for the big bikes.)

Would you please run this announcement in Cycle News?

NOTICE

All 50cc G.P. Division 2 riders, and any one thinking of going into 50cc GP racing please write to Sid Chambers, 2239 Gale Ave., Long Beach, Calif. 90810 and let Sid know what date or what night would be to your advantage for a meeting. This meeting will be to the advantage of any 50 road race riders or any riders that may be thinking of this type of racing.

The place and date of this coming meeting will be in Cycle News.

* * *

I think this would be better than if I had some sort of hubba hubba in your paper, I could write some sort of article but it may start some thing that would look bad for road racing. We can take all matters up at this meeting.

SID CHAMBERS
Long Beach, Calif.

APPLY THE PRESSURE!

Concerning Desert Points at the Nov. 2, 1967 Dist. 37 Sports Committee meeting. The desert club representatives will speak to their own members about a 1968 resolution to have ONLY a rider's best 20 point runs to count for his year's total. This resolution should be passed as there were 40 desert point runs this year. A non-club member may ride them all, while a club member cannot ride his own runs. Next there is the expense involved. I always put 250-300 miles on my truck, plus entry fees and bike maintenance, which is double with two of us racing.

The big thing is our sponsor (my working wife) saying, "You can go, but ..." So fellows, think it over, and you wives and girl friends put the pressure on HIM. Thank you.

WES ANDERSON SR.
Trailbike #25
Los Angeles, Calif.

HOW TO REACH THE OTHERS?

Having read, in past weeks, all your fine articles concerning the image of motorcycling, I have come to one sad realization. Well written and informative as they are, they simply do not reach the non-cycling public where they are so badly needed. It is unfortunate that these articles aren't in some national publication that would reach this portion of the public.

Only through the sincere efforts of the true enthusiasts, that your newspaper represents, will any minds be changed; but it is a slow process for prejudice dies hard, especially when it is helped by the iron-crossed, swastika-covered individual who just doesn't care.

MRS. JOY MALIS
Santa Monica, Calif.

Do you have an opinion that you would like to state regarding the many aspects of motorcycling? If so, address your expressions to: Cycle News c/o Voices 6477 N. Long Beach Blvd., Long Beach, Calif. 90806.

STATE CHAMPIONSHIP

Mighty Mite Shorty Seabourne closed out his first year as an Expert with a blaze of glory and a place in the Ascot record book. The 30-year-old rider who took longer than most to find his groove in racing, upset the veterans in the 20-lap State Championship Expert feature to take the title for 1967.

It was only Shorty's third Main Event win of the season that spanned 26 races from April until mid-November. It was, however, a solid come-from-behind effort for the Dick Kelm BSA and the shortest rider in competition who calls Lawndale home.

The half-milers duplicated the triple upset turned in by the TT'ers from the week before as none of the three high point season riders were able to win the state title in the final race of the year.

Seabourne upset season point champion Dan Haaby in the opening heat race with Mel Lacher, Chuck Jones and Sammy Tanner following with five-lap warmup wins.

Tanner picked up his second straight Trophy Dash win in the fast three-lapper that weekly pitted the four fastest riders against each other. Mel Lacher was second, Haaby third and Seabourne, again in last.

Lacher Leads, Then ...

Lacher went after his first title in racing in the extended 20-lap final. The same distance the riders run for in the annual National race each September.

Lacher went to the front, as usual, at the drop of the flag with Tanner in close pursuit. Haaby gave third to Seabourne as the riders started the second lap.

Lacher led it all the way to the fourteenth lap before throwing his hand up and pulling to the pits with mechanical troubles.

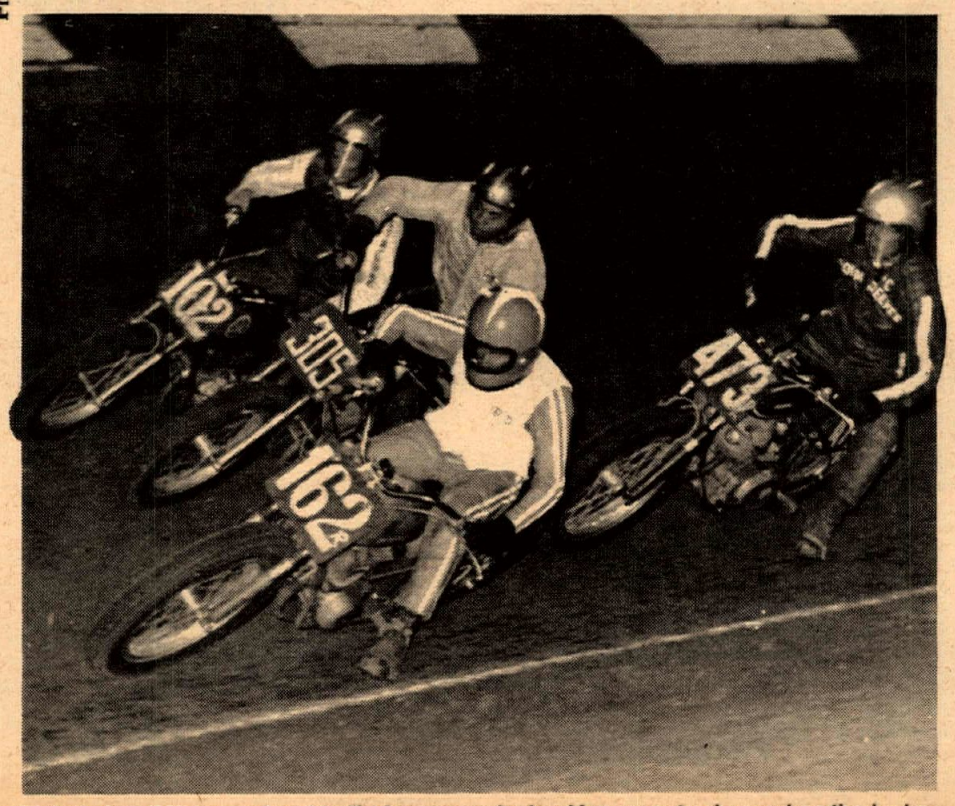
Seabourne kept charging and closing from the second lap on and took over as soon as Lacher headed for the pits. Haaby started another one of his late lap surges and passed Tanner for second on the fifteenth round and made a serious bid for the win but it was just too much Seabourne and too late in the race. It was Shorty's first Main Event win since last Sept. 22nd.

Tanner's Dash win and his third place finish in the final eased him past Chuck Jones for third place in the final Expert point standings by a narrow eleven points.

Seabourne, by the way, was the only first year Expert to make the ten-rider State Championship final this year.

Photos by Dennis Greene

Surprise highlight of the evening came when Eddie Mulder grabbed one of Torsten Hallman's spare Husqvarnas and joined the European moto-cross aces in their Ascot exhibition race. After Mulder took the lead from a startled Hallman, times picked up a second a lap. Mulder won, topping off his performance with a big wheelie across the finish line. Here, from left, Hallman, Promoter J. C. Agajanian and Mulder share a laugh after the race.



Rick Durkee (162r) wound up his Novice season by breaking every track record on the books, plus winning the State Championship 10-lapper. Durkee and his Suzuki are shown battling off (102) Ken Lighthouse (Yamaha), (305) Fumio Ito (Yamaha) and (473) Alex Chinowski (Honda).

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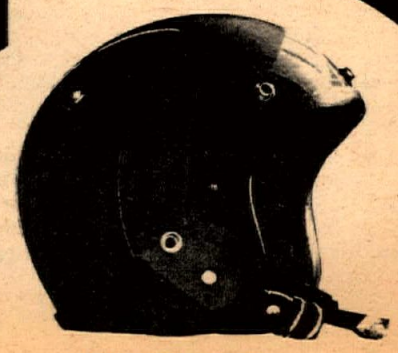

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Photos by Dennis Greene

Last half-mile race at Ascot until next April was the 20-Lap State Championship event. Hard-working crew of AMA Officials line up with Promoter after a job well done.

No Todd – No Odom

Amateur point champion Phil Todd sat out the final race due to a slight injury from two weeks ago and Jimmy Odom failed to get a clearance from the doctor for the final race so the door was wide open in the fifteen-lap final for the yellow plate riders.

Lloyd Houchins, who has ridden at Ascot on only a very few occasions this season, ran a wire to wire race to win the yellow-plate State Championship race.

Houchins also won his heat race for the first time this season and brought his Ascot win total to four races for the year. His first win came in the Amateur Main two weeks ago.

Jan Crawford again missed a transfer to the final and Gary Waldo took up the challenge and finished second to nip Crawford for second in the final standings behind Todd.

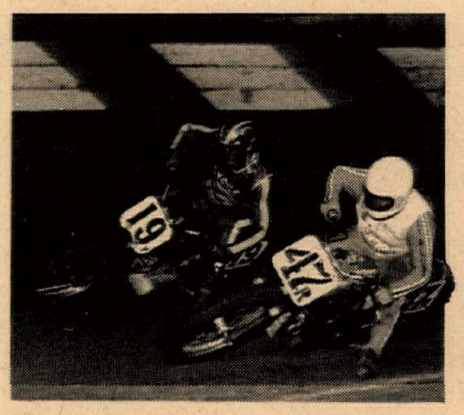
Durkee Holds All Records

One of the finest novice racing careers was closed out by young Rick Durkee who was again a runaway winner in both the heat race and final. Durkee extended his record win streak to TWENTY-ONE straight races as he took his final ride on the red hot Suzuki 250.

For the first and only time this year the Novice riders were allowed a shot at the ten-lap Main Event record and it went down the tubes to Durkee by close to six seconds!! The old mark was set back in 1964 by Jim Nicholson on an H-D Sprint.

Point winner, Rick Elisarraras rode one of his better races and gave Durkee a run in the early laps before dropping back to finish second and give Suzuki the top two spots.

Mert Lawwill was back in action after his shoulder injury at Carlsbad. Mert won the Expert Semi but passed up the final as the shoulder again was giving him troubles.



Shorty Seabourne (47r) came from behind to take State Championship honors aboard Dick Kelm's BSA. Triumph mounted Phil Cancilla (19y) wound up 7th.

Cycle racer turned car racer Swede Savage paid a quick visit to Ascot and in a intermission interview over the P.A. stated that cycle racing is still his first choice but it will be the NASCAR Stocks from now on.

A special exhibition race featuring the top European Moto-Cross racing champs was held on the Novice TT course prior to the riders heading for the races at Hopetown the following two days. A surprise entry on one of Torsten Hallman's spare bikes swooped the troops – none other than Eddie Mulder! Hallman wound up second, Dave Bickers third.

Ascot is now dark and without cycle races until the TT riders open the '68 action the first Sunday in February and the half-milers return the first Friday night in April.

(Results on pages 20-21)

EVEL KNIEVEL
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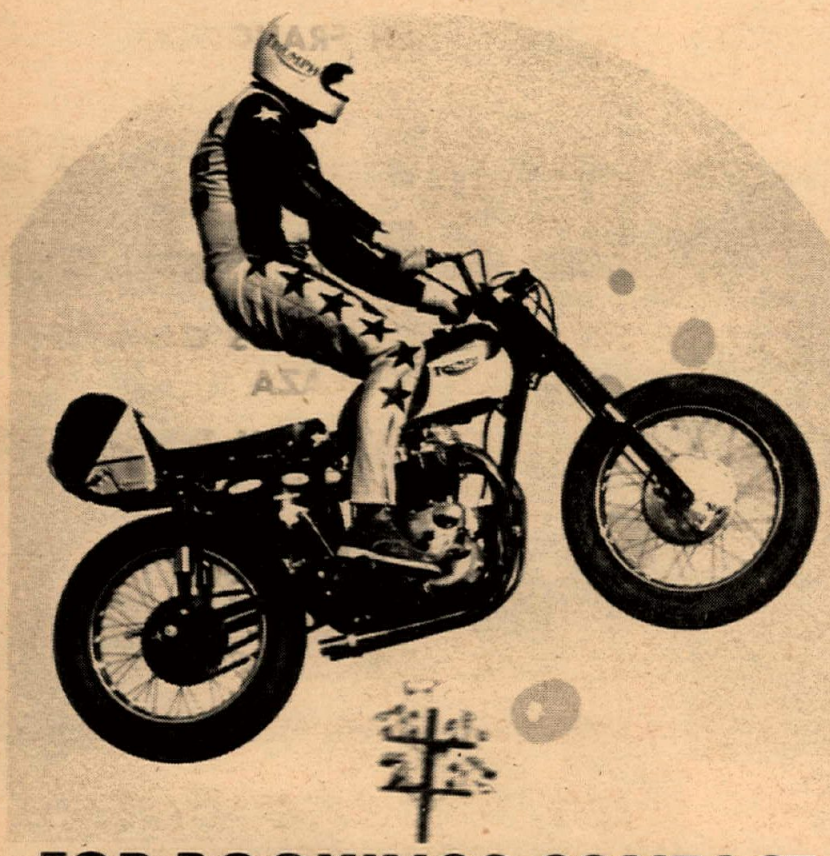

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"IT'S NEVER IN THE BAG"

By Jim Nicholson 10/31/67

In a roar of engines sounding much like a nearby avalanche, we edged up to the line, pinning the starter.

When the flag moved we thrust out, our wheels spinning and clawing for traction. I worked frantically on my KR in the middle of a mad swarm of top professional racers.

When I reached the "banked battlefield of loud steel and flying clay" I dove down hard, cutting off one guy as we jammed together. Breaking onto the straight I scanned the field. I was running a not-too-close third.

With all the skill we had we flew into turn two, for if we were to back off on the gas at all we would kiss goodbye our chance of winning. As I neared the center I powered wide-open, making the back wheel retro-slide around, while keeping me from hitting the crashwall.

Heading now in a "new line of sight" it's high time to lay down tracks. Blasting away from the wall I successfully clip onto the congested low groove. And now the thrill of speed hits me real good as I triumphantly slip underneath the second place man heading down the strip.

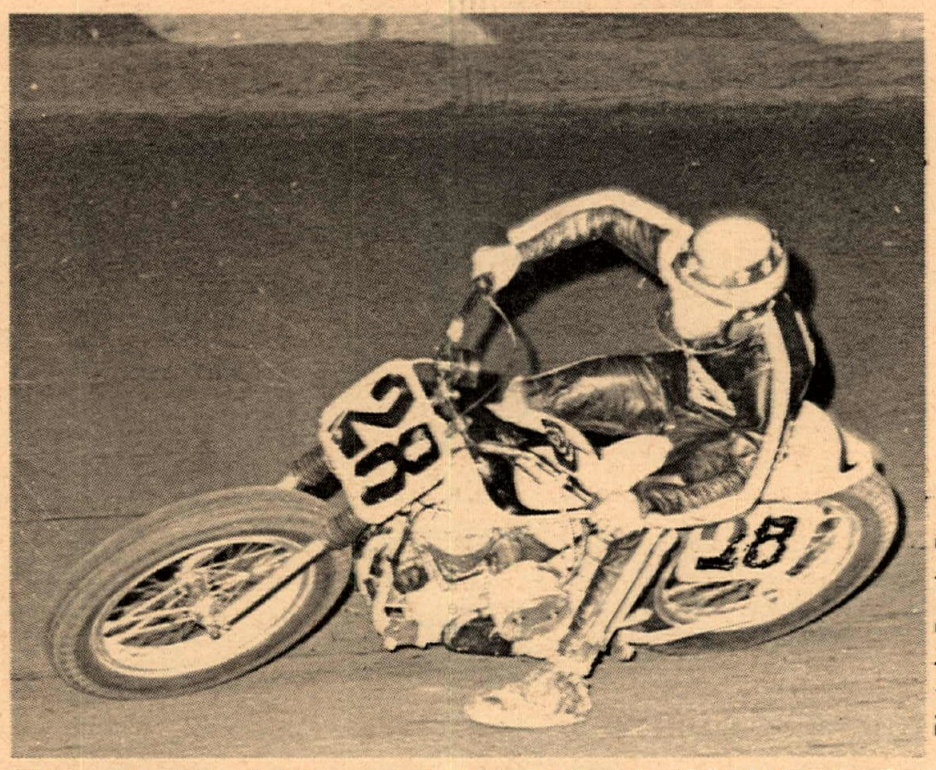

Photo by Dennis Greene

What goes through the mind of a racer in the heat of battle at Ascot? Read this fictionalized version by Harley-mounted Jim Nicholson, National Number 28, and find out.

Pinning the leadman, Sam Tanner, I have four laps to close a four-length gap and attempt to pass. Checking his groove, being a bit lower than mine, I trail him into the turn so that his spray won't wipe me out...chopped off one length driving onto the back chute.

Now sailing away, all tucked in and charging hard through the "dead air." I watch Sam's strategy as he lays in a little low so again I ride up high! Tick, tick, tick goes the watch as we go sliding through the next five turns! I am right on his tail, zoning in on his changing tactics. Will he make a mistake? Tick, tick, tick...yellow flag – turn nine coming up.

Now! Working twice as hard through aching desperation I go into a quick slide and snag the "Magic Groove." Dollying the throttle to make the tire brush down and bite hard into the packed clay, I *shoot* by Tanner for the lead!

Tearing off my spare face shield I set out to stretch my lead as much as possible. Cutting hard through turn ten I precisely maneuver through the loose, and over the tacky clay onto the brightly lit straightaway as I close in for the flag.

Just then I happen to peer to my left, and glimpse Sam's front wheel beside me. Now in anger I watch him inch by to take the win!

Tanner done did it again!

In the Main Event I will race so that I am "TOO LATE to go any faster."

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HOPETOWN

The four horsemen of the American racer's apocalypse (1) Torsten Hallman, (D) Ake Johnsson, (C) Roger DeCoster and (A) Dave Bickers, starting the 500 professional final.

Story By Maureen Lee Photos by Bill Pettigrew, Dennis Greene, Chuck Clayton, Maureen Lee, Joe Lopez, Clyde Schnase and John Shedd

Riding on the very edge of the sandy course, Dusty Coppage (25) wheelies along in determined fashion, Montesa-mounted.

Would you believe that we could have a real moto-cross here in this country complete with huge crowds like Europe? We did Sunday at Hopetown. Come 2 p.m. we were told that there were 25,000 paid admissions through the gate by that time and traffic was still stacked up. Earlier, the Husky team got caught in it and the club had to reverse the first of the pro heats because they weren't ready.

As usual, it was the most fantastic of two days. You come away barely remembering who did what to who and where and in what race! Impressions are so numerous that you can't remember half of them two hours later, only some of the highlights:

The first man through the mudhole (how about swamp?) and up the sandwash Saturday was Hodaka-mounted Don Afflack who ended up winner of the 100cc Novice class, with second man Tip Rahm managing to pass him only once, but riding great. Jack Morgan, the trail bike desert ace being done in by Keith Mashburn, a scrambles rider on a Bultaco Lobito in the 100 Expert event. One time the desert riders didn't have it all their own way. But it was Dave Ekins (Zundapp) who took the second place. Mashburn went on to win the 250 Expert class on a PurSang with Robert Tooley (Bultaco) all the way from Las Vegas in second...

...The attraction that the Powder Puff class provided for the spectators who jammed around the mudhole for that one and the wondrous reception the girls got. A lot didn't realize that women can learn to ride really well and the two leaders wearing Desert Daisy colors, Sandy Termin and Terri Bryce, could have given quite a few of the men a real good race. They outclassed the rest although all the girls rode as best they could including some of the scrambles novices who had never seen a hill in their riding lives, let along a deep mudhole with a sandwash to plow through after it! The gals even got full coverage from "Wide World of Sports" who were filming the two day's events.

His number plate can't be identified, but he sure looked good coming over the mountain.

The 21-inchers underway first lap with eventual winner (14) Richard Wunder hugging the pole where John Burns (4) would like to be. (13) Jim Hurst is looking for space and C. H. Wheat (9) is right on Wunder's tail.

Wunder again during his wonderful ride to the checkered flag.

Fred Soteros on a 175cc 'Taco finding things a little slippery on the weeds.

Super smooth John Maynard who rode two events Sunday.

Belgium's fantastic Joel Robert (C-Z) leading teammates Dave Bickers (England) carrying plate "A" and fellow countryman Roger DeCoster into the sand turn.

A 'hack in trouble. Where's the passenger?

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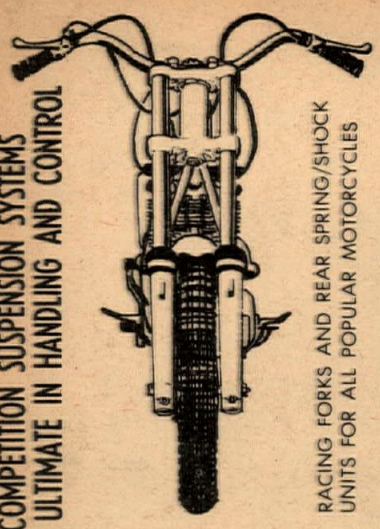

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Skip Van Leeuwen demonstrating the complete extreme of body English.

And of course, the European racers! If you were there, what more can I say and if you didn't see them, sorry about that! They were fantastically fast. Torsten Hallman of Sweden, Husqvarna, back for his second Corriganville is a more controlled looking rider and is as fast as the C-Z's in the 250 class, but the 500 class was a different story. The 360 (380) C-Z is a real goer. Until Joel Robert's bike had troubles Sunday it was without a doubt the fastest thing out there. He and team-mates DeCoster and Dave Bickers were unbelievable— Robert using trees for bank shots; Roger De Coster coming out of the sandwash on the rear wheel, front wheel sideways and wheelieing up the straight past the score tower; Robert down the wash signalling "thumbs up" to the crowd while doing a wheelie; Dave Bickers in the deep sand of the first section floating through it and then the front end momentarily plowing deep and Bickers immediately pulling up the front end under full throttle and riding the rear wheel out of the deep stuff. An observation: the Europeans all ride the same way, often looking completely out-of-control (but not) and when in trouble they use full power instantly, with lots of body English to control their superbly-handling mounts while our riders on modified street bikes in the rough doing the same thing would crash out of shape in a big tangle.

...Our American riders really trying to keep up with the foreigners, and doing well, often on machines that just were not fast enough, compared to what world

Send your questions to The Answer Man, Care of Cycle News, Box 498, Long Beach, Calif. Sorry, volume of mail does not allow us to send individual replies.

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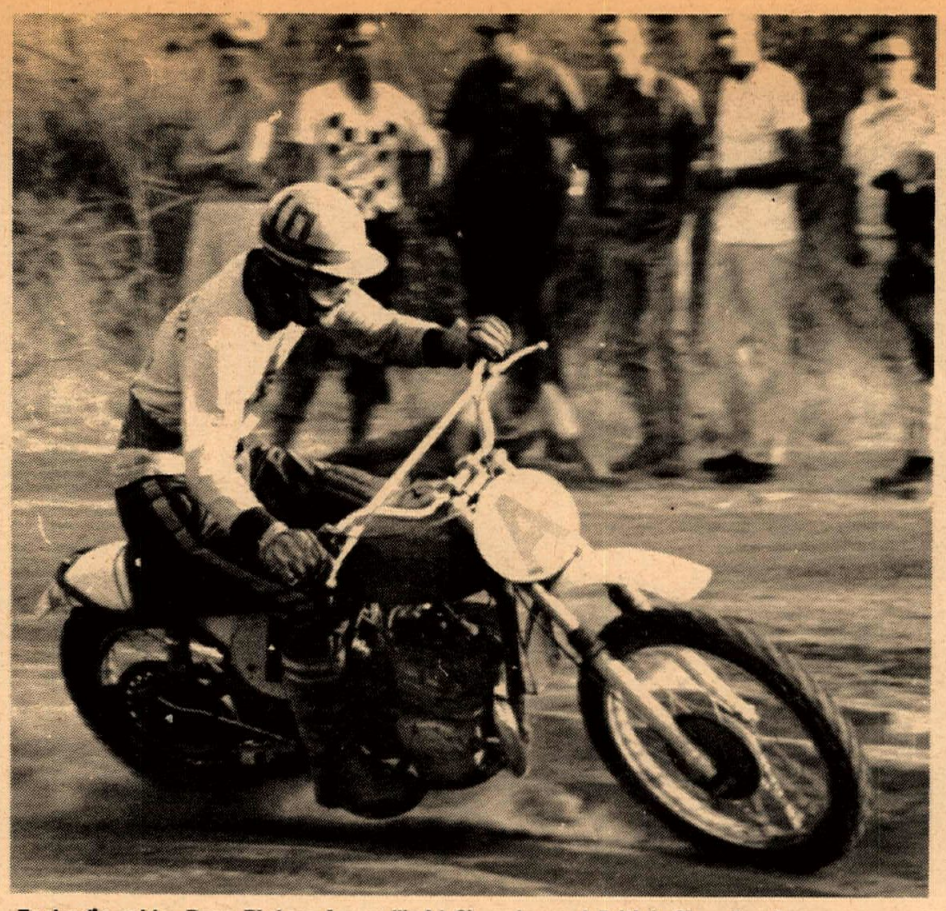
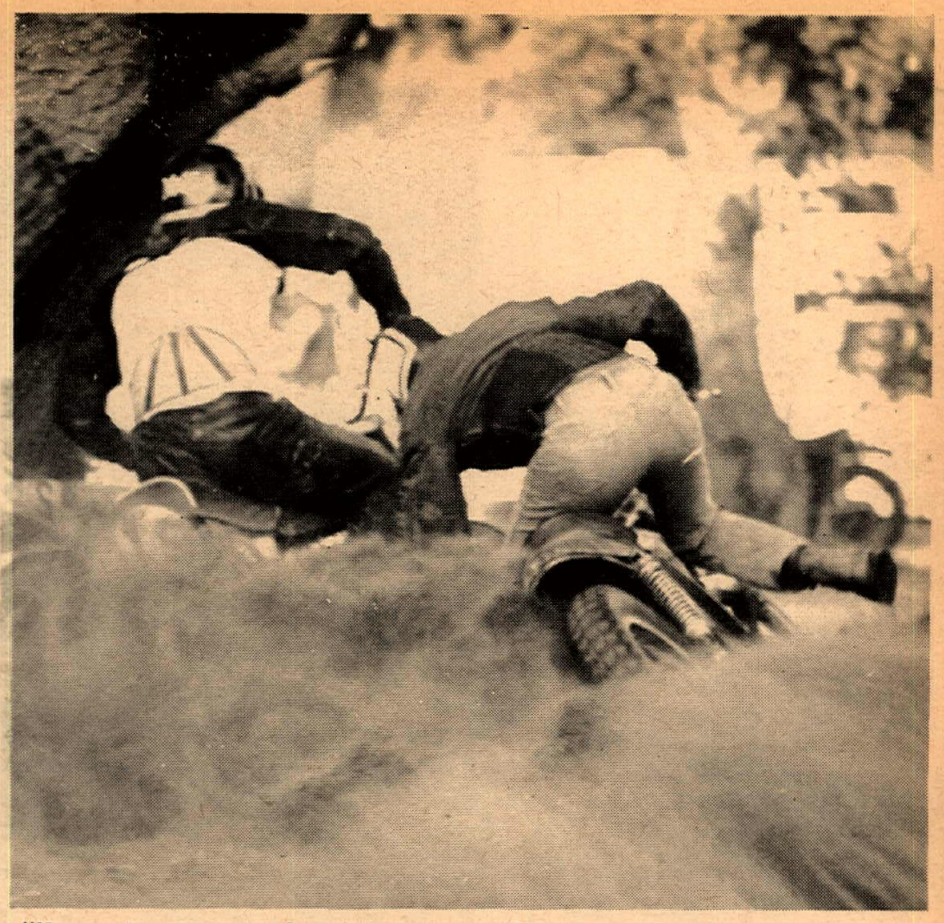
Number 3 Chris Hytten making it through the mud while Joe Garban starts attempt to pick his mount up.



England's pride, Dave Bickers former World Champion and British Champion for more years than his competitors care to think about.



"If you wait a minute there's room for both of us!" "Mother said there'd be days like this."

champion teams ride. Preston Petty Saturday looked highly competitive on one of those new 250 twinport Suzukis. Gary Conrad (Greeves) who didn't have one of his best days on Saturday, ended up 7th (and first American). Sunday Conrad went on to be first American with a third over-all behind a tie of Hallman-DeCoster and Bickers second. Gary went home with the beautiful Cycle News trophy to commemorate his effort. Skip Van Leeuwen fairly flew for a while, as did Ronnie Nelson. And Hoppy Hopkins came through on the first lap one time so far ahead you wondered where the heck everyone else went. But what happened to him on succeeding laps is a racer's nightmare! Almost all our guys were there, but the Europeans did 'em in.

...Eddie Mulder leading Torsten Hallman for two laps in Sunday's 500 heat (and not by just a few feet either) on a 500 desert Triumph and then his anguish Sunday night because he had been unable to get a really competitive ride. All of us who have seen Eddie's Hopetown rides over the years (he's won there more than any other man) know what I mean by the comment that he rides that course more like the Europeans than anyone else when on a 40-incher. Yet this year he just wasn't on competitive equipment. No one could (or would) come up with anything fast enough for him. Friday he rode a 360 C-Z in practice there, turning in fantastic lap times we hear, and was told, "Well, sorry but just don't have a 360 for you, but you can ride a 250 in the race." He turned it down and went looking. Seems to me (soap box again) that American distributors who sell motorcycles to Americans could at least see that Eddie,

Gary Bailey and friend Greeves on their way in the 250 class before Gary lost his second place due to ignition troubles.

LOOK!

GARY CONRAD

Best Of Americans At Hopetown

was beat only by IMPORTED Factory-paid Professional Riders on Factory Special Bikes (Just try to buy one like theirs)!

HOPETOWN PROFESSIONAL RACES -- Unofficial DirtDiggers Results

1st Hallman & DeCoster - World Champion
2nd Dave Bickers - World Champion
3rd Gary Conrad - American Greeves Champion
4th Ake Johnsson 5th Bud Ekins 6th Eddie Mulder

1st 500 EXPERT CLASS Gary Bailey - stock 360 Greeves

1st 250 Amateur Class Bill Friant - 250 Greeves

the new 360cc's are on the water, due in 3 weeks. See your Great Greeves Dealer

WHAT HAPPENED AT HOPETOWN?

500cc Professional Race

Where were all the highly advertised, "watch 'em go" Husky, CZ, Montesa, Maico, Bultacos, etc. stock jobs – not the Europeans' factory specials?
DID YOU KNOW?... Conrad used his old, tired 360cc Greeves which has won the last 5 desert races – OVERALL – that is.

Go GREEVES & SEE...It's what's up front that counts.

Greeves TT

250cc price $795. ready to race and win!

WINTER CLEARANCE SPECIAL
INTRODUCTORY OFFER
YOU SAVE $150.00 on NEW GREEVES TT SPECIAL--

Winner of 12 out of 13 races at Elsinore TT Track and many other TT races.

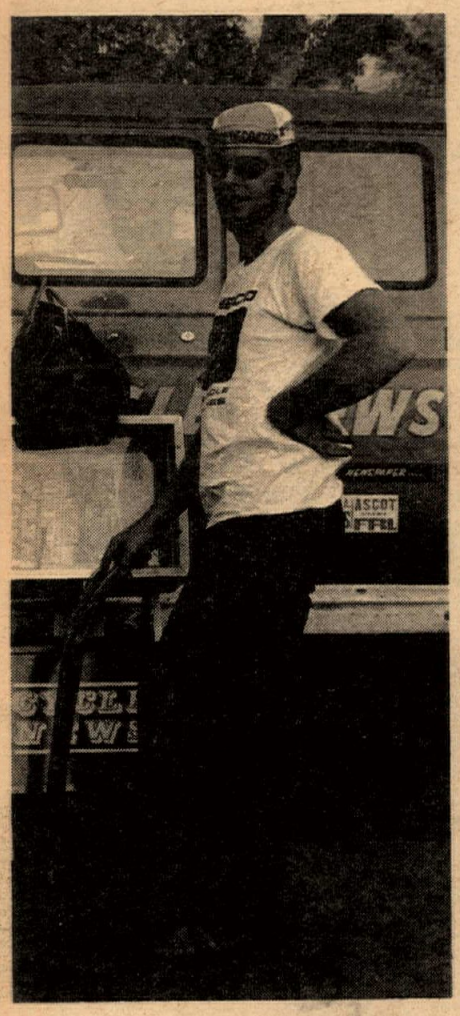
Call (213) 764-8674 or see your Great Greeves Dealer

Distributor – NICK NICHOLSON MOTORS 11629 Van Owen Blvd. North Hollywood, California

9th ANNUAL DIRTDIGGERS GRAND PRIX (and deer hunt.) CONTINUED

A long shot from the hill shows one guy really out of shape and missing the course.

A racer's eye view of the guy in front.



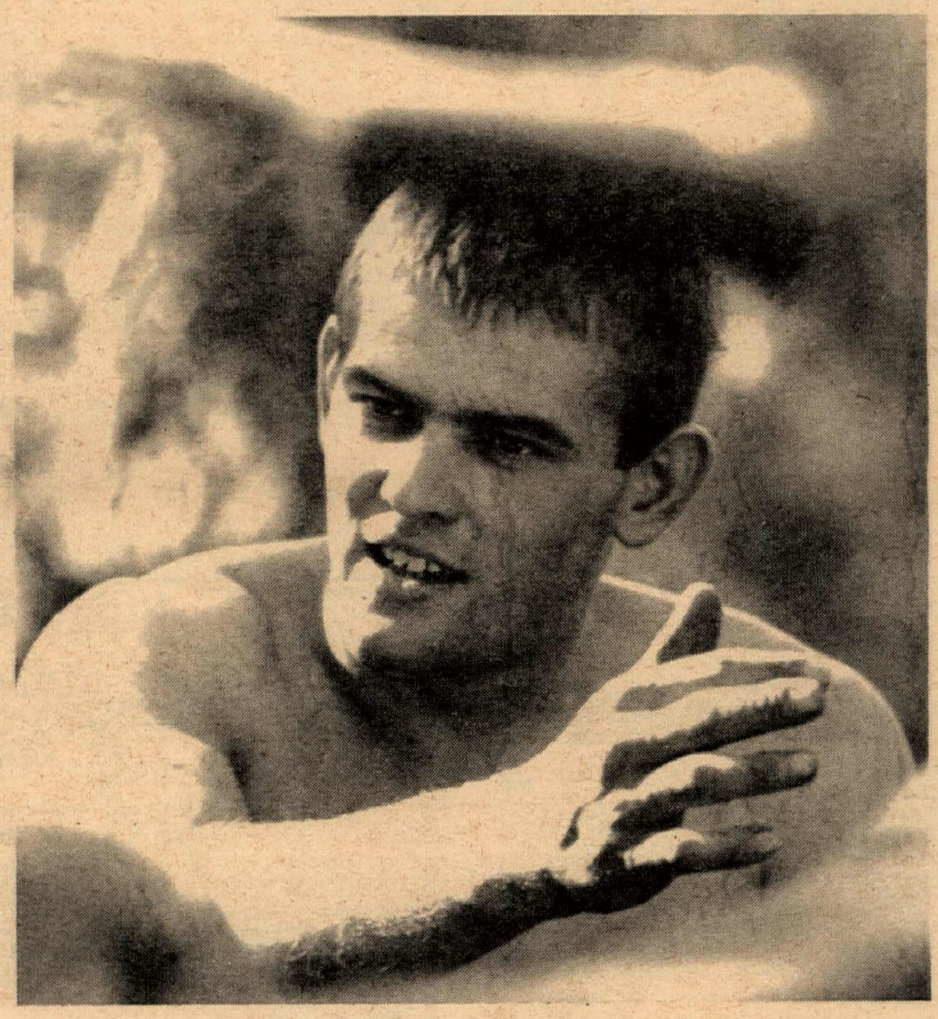
Eddie Mulder relaxing before his troubles began with machinery and lack of horsepower.

probably our finest American rider on the Hopetown Circuit had a bike to put him up where he belonged, mixing it up with the big boys. They'd have welcomed the competition and the crowd, who cheered Eddie on mightily even as he kept on fighting with a flat rear tire, would have blown their minds! Maybe some millionaire will get a little national pride next year and come up with a super scooter for Mulder.

...The beautiful Montesa display with a paddock area for their racers and crew ringed in bright "VIVA" banners complete with American flags as Kim Kimball without a doubt made the finest showing of any of the distributors and also suffered one of the weirdest accidents in the history of racing. In the 250 class, Kim was flying down the straightaway when a deer leaped up the banks of the ravine and onto the course. Result: one weinered Montesa, one dead deer and one Montesa distributor on the way to the hospital. We're glad to report that Kim is not seriously injured and will be back in action soon...

...Sunday's mudhole scenes were almost heart rending. Pity the guys who could make it with Class C traction. The flagmen digging the riders out of the slop became almost unrecognizable and one had to be hosed down a couple of times between events when they re-filled the hole with water! John Rice drowned out twice there in the first race of the day and then went out with a broken chain leaving the 21" class to two other Hondas ridden by Richard Wunder and super-smooth John Maynard.

...The 500 Novice winner Jim Bently on a Husky looking so good our notebook reads "#15, great and real controlled in the sand," this while all the full 500's



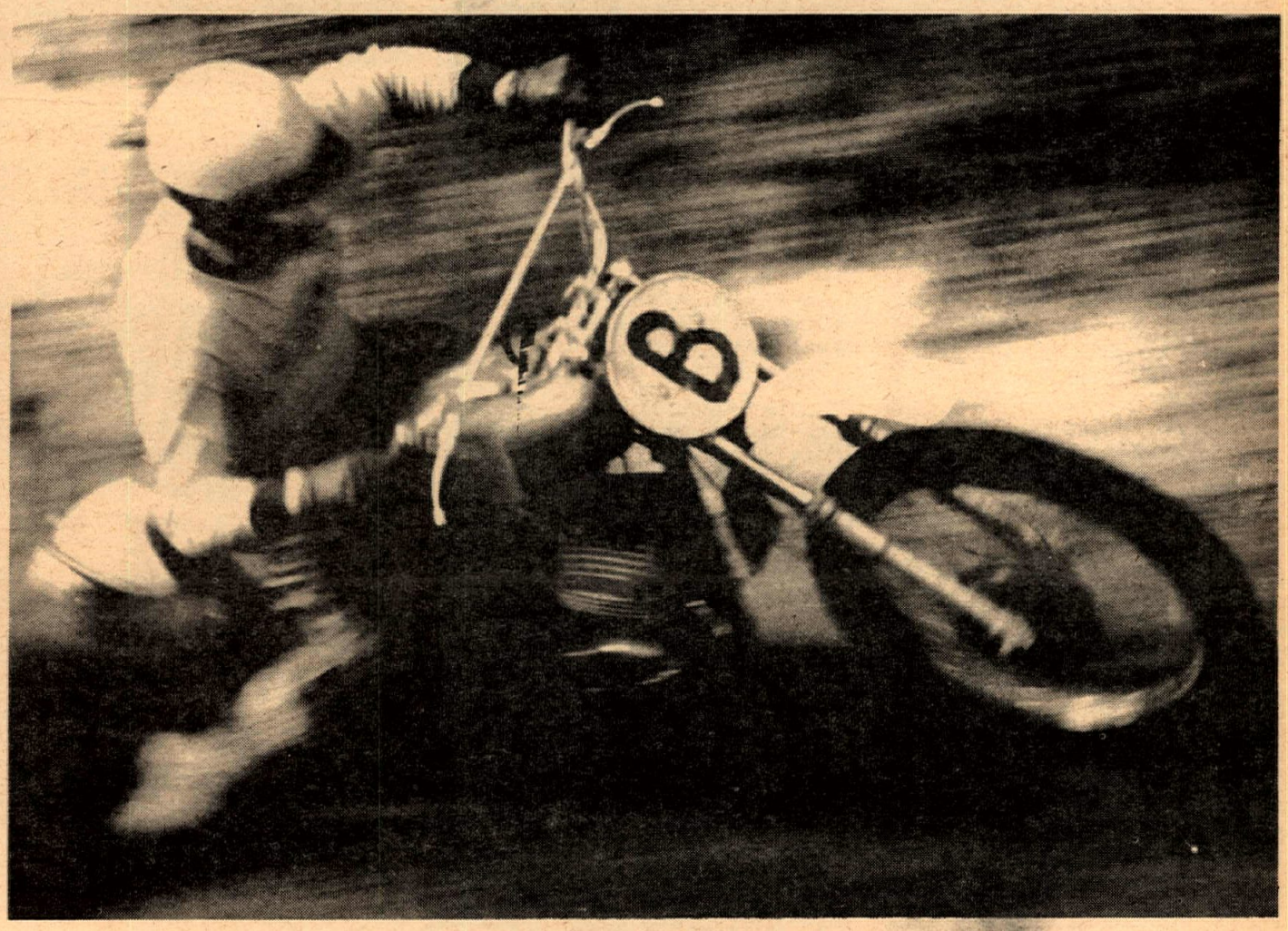
Robert explains a point to an interested by-stander.

The serious faces of racing. (21) Montesa-mounted DeWayne Keeter; (14) Triumph-mounted Jim Hart and (52) ? Says Dave Ekins in the program but it's not Dave, blasting up the mountain in the 101-200cc class.

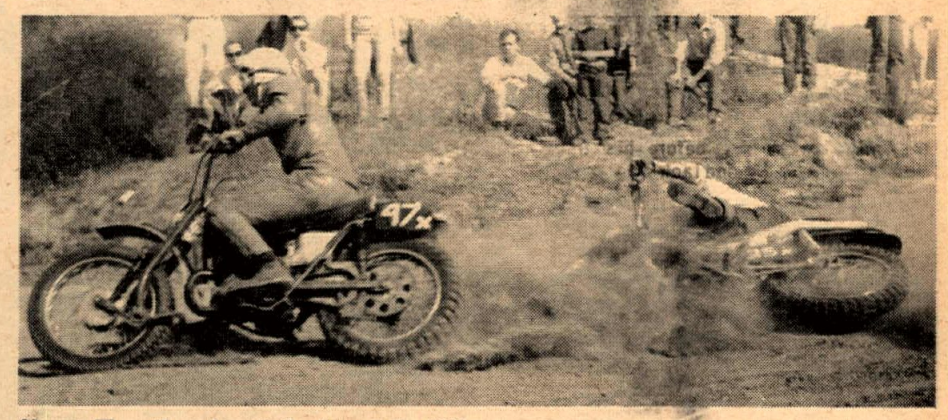
Crowds gathered at every action point, often dangerously close to the slithering machines. Various styles through one of the sandy turns are demonstrated here.

And away they go. The 500 Novice class pack leaders dive into turn one with Chris Hytten who ended 5th on the pole and really hauling.

The saviour of many a man who crashed in the mudhole. Big enough to retrieve the heaviest 40-incher, this was taken in one of his more recognizable moments. After the hose had been turned on him!



C-Z Team star Joel Robert at speed in the sandwash.



Above: The off-camber at the top of the hill put more than one rider on his melon (or other parts). Idaho's Ron Royers keeps his Greeves up but the guy behind wasn't so lucky. Left: Desert Daisy Sandy Termin and Powder Puff winnersgets "shot" by the "Wide World of Sports"

were booming away behind him. Same thing happened in the 500 Amateur-Expert go with Gary Bailey (Greeves) winning and Steve Hurd (Matchless) second. But we hope we never see the day when the big singles go out even if these rough courses really show up how good the light 360's are going. But the writing could be on the wall for big bikes if we keep getting nothing but rough tracks where you have to do a little more than herd your scooter around. Anyway, the Matchless really looked good and led for a while but Hurd just had to tire as he also rode the 500 pro class that day, finishing 10th. The desert brigade as usual outdid themselves at Hopetown.

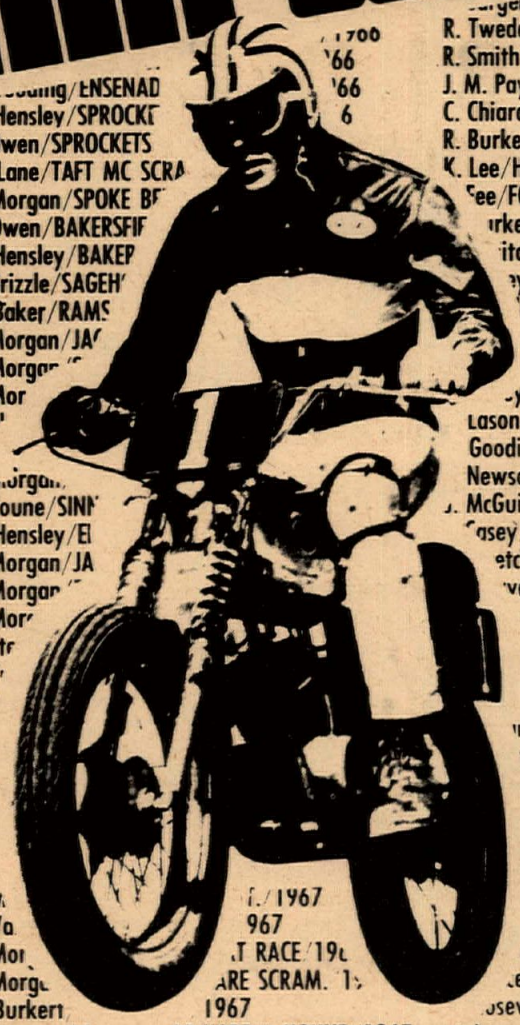
...The Sidehack Race really thrilling the crowd, some of whom had never seen a motorcycle race or a hack before. Muddiest team was John Palfreyman and Steve Foss who really got splashed by the winning hack in front. But they got second place and Steve ended up "TV hero" when they filmed his grimy face

The C-Z Team relaxing on the line before the day's activities begin.

The crowd intent on Hopetown mudhole. Over 32,000 attended the 2-day affair.

"If I wait a bit maybe it will dry off and run again."

HODAKA WINS!



F. Roseberry/AM.-EX. MOTO-CROSS/1966
A. Hensley/SPROCKETS TT SCRAM./1966
D. Ham/ORANGE CTY. SPEEDWAY/1966
D. Ham/NOMADS SCRAMBLES/1966
D. Ham/SOUTH GATE SPEEDWAY/1966
D. Ham/ANTELOPE RAMBLES SCRAM./1966
D. Ham/ATASCADEROS SCRAMBLES/1966
R. Newby/ATASCADEROS SHRT. TRK./1966
R. Elisarraras/ATAS. SHRT. TRK./1966
C. Gooding/OILERS TT SCRAM./1966
N. Banham/ACA MOTOCROSS/1966
J. Petz/MADERA SCR
W. H ...OCROSS/1966
R. Elisarrars/ATASCADERO SRT. TRK./1966
D. Ham/ATASCADERO SHORT TRACK/1966
G. Knecht/HILLTOPPERS SCRAMBLES/1966
F. Morgan/HILLTOPPERS SCRAMBLES/1966
B. Sargenti/LODI BOWL/1966
D. Jackline/LODI BOWL/1966
R. Elisarrars/ATAS. RAMBLERS SCRAM./1966
J. Morgan/RED ROCK SCRAMBLES/1966
C. Gooding/OILERS P.P. MOTOCROSS/1966
S. Slagle/SILVER CITY SCRAMBLES/1966
D. Ham/ACA SHORT TRACK MAIN EVENT/1966
J. Boling/DEHESA SCRAMBLES/1966
J. Morgan/DESERT CHALL. SCRAM./1966
D. Jackline/LODI TT SCRAMBLES/1966
D. Hoffman/LODI TT SCRAMBLES/1966
J. Barachetta/LODI TT SCRAMBLES/1966
R. Elissarrars/SLO-POKES TT SCRAM./1966
Bob Revett/FONTANA RACEWAY/1966
Frank Morgan/IRVINE SCRAMBLES/1966
L. Hinselman/LONG BEACH S.T./1966
David Ham/GOPHERS TT SCRAMBLES/1966
Bruce Parker/OILERS SCRAMBLES/1966
F. Morgan/COACHELLA VAL. SCRAM./1966
J. Morgan/SPOKE BENDERS SRAM./1966
D. Ham/SINNERS TT SCRAMBLES/1966
J. Morgan/GREYHOUNDS SCRAM./1966
E. Cullam, Jr./RICH. RAM. SCRAM./1966
D. Ham/FOOTHILL HAWKS TT SCRAM./1966
J. Morgan/JACK RABBITS SCRAM./1966
D. Holmes/SO. CAL. TRIALS ASSN./1966
J. Morgan/SANDBLASTERS SCRAM./1966
R. Smart/MODESTO SCRAMBLES/1966
M. Bubeck/MARCH OF DIMES END./1966
B. Grooms/PROSPECTORS FLT. TRK./1966
J. Morgan/A.C.A. SCRAMBLES/1966
F. Morgan/COACH. VAL. SCRAMBLES/1966
J. Morgan/CAL.-NEV. HARE & HOUND/1966
W. Hosaka/LIONS MOTOCROSS/1966
F. Morgan/EUROPEAN SCRAMBLES/1966
R. Elisarraras/ATASCADERO SCRAM./1966
K. Mashburn/ACA SHORT TRACK/1966

T. Mulkey/DEHESA SCRAMBLES/1966
F. Morgan/BARSTOW HARE SCRAMBLES/1966
B. Turner/SIDEHACK ASSN. SCRAM./1966
D. Ham/ORANGE CTY. SHRT. TRK./1966
D. Ham/ORANGE CTY. S. T. (main event)/1966
T. Mulkey/BARSTOW HARE SCRAMBLES/1966
M. Lane/OXNARD FEST. SCRAMBLES/1966
M. Lee/SIMI VALLEY SCRAMBLES/1966
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R. Burkert ...1967
J. Morgan/LOS ANGELS HARE & HOUND/1967
R. Twedell/DEADMANS POINT SCRAM./1967
J. Morgan/HARE SCRAMBLES/1967
C. Hogue/SCTA ENGLISH TRIAL/1967
J. Wilson/SCTA ENGLISH TRIAL/1967
J. Payne/HIGH BOOTS SCRAM. 1967
B. Norgaard/HIGH BOOTS SCRAM. 1967
B. Silverthorn/HIGH BOOTS SCRAM. 1967
L. Butterfield WEST CASCADE ENDURO 1967
J. Murphy WEST CASCADE ENDURO 1967

B. Henry/HIGH BOOTS SCRAMBLES 1967
C. Gooding/HIGH BOOTS SCRAMBLES 1967
G. Bailey/CASTAIC SILVER CUP 1967
M. Lane/SPROCKETS TT/1967
S. Anderson/FRESNO MC SCRAMBLES 1967
S. Newsome/DEHESA
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...SCRAM./1967
...Sargenti/MODESTO SCRAM./1967
R. Twedell/TINY BEAR WARM-UP/1967
R. Smith/HUNGRY HOLLOW SCRAM./1967
J. M. Payne III/DEHESA SCRAM./1967
C. Chiara/DEHESA SCRAMBLES/1967
R. Burkert/HILLTOPPER SCRAMBLES/1967
K. Lee/HILLTOPPER SCRAMBLES/1967
...Lee/FOOTHILL HAWKS SCRAM./1967
...Burkert/ELSINORE TT/1967
...Pitacre/FT. SUTTER CROSS CNTRY./1967
...ey/ACA MOTO CROSS/1967
...ell/TINY BEAR RUN/1967
...S.C. TRIALS ASSN./1967
...m/OPENER SCRAMBLES/1967
...y/BAY MARE SCRAMBLES/1967
...Lason/ELSINORE TT/1967
...Gooding/SAGE HOPPERS/1967
...Newson/HI BOOTS SCRAMBLES/1967
...McGuire/HI BOOTS SCRAMBLES/1967
...Casey/VALLEJO SHORT TRACK/1967
...etchman/CARLSBAD ROAD RACE/1967
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...e/SINNERS SCRAMBLES/1967
...n/DUSTERS EURO. SCRAMBLES/1967
...n ANTELOPE RAMBLERS/1967
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M. Lane SPROCKETS SCRAMBLES 1967
D. Damon ELSINORE TT 1967
J. Morgan DIRT DIGGERS S.W. CHAMP. 1967
G. Bailey SOUTH GATE TT 1967
S. Larson ELSINORE TT 1967
R. Tobey SPROCKETS PARK 1967
A. Hensley SPROCKETS PARK 1967
W. Anderson, Jr. PONDEROSA HARE SCRAM
B. Brookhart ENGLISH SCTA TRIAL 1967
T. Bruckenstein ATHENA NATIONAL 1967

John Rice in action inspite of a healing broken hip.

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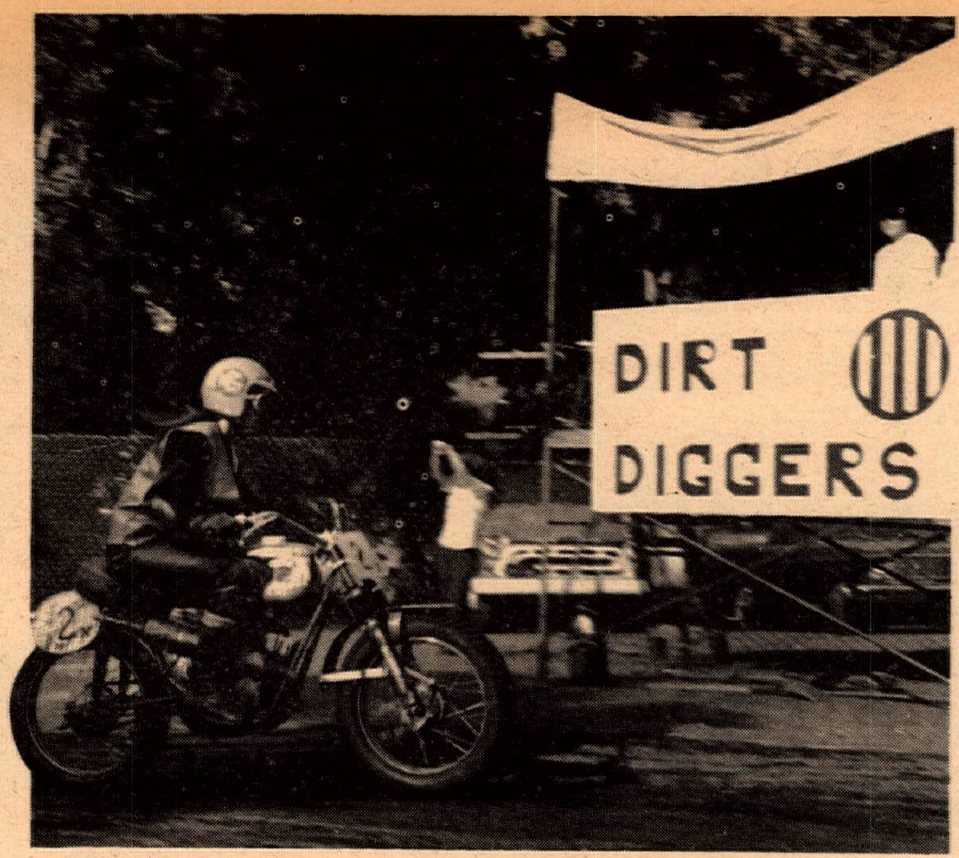
... AND AT HOPETOWN... 100cc Novice Class: 1st DON AFFLACK -Hodaka
2nd TIP RAHM -Hodaka 3rd DON EIDE -Hodaka
& 4th BRUCE BARON -Hodaka
Girls Class Winner: SANDRA TERMIN -Hodaka !



Lynn Wilson taking a few minutes away from her four children to ride the biggest race of the year.

Trophy presentations were made by spectacularly lovely TV actress Joy Wilkerson, who spent 3 weeks touring Vietnam last spring, was named "Queen of So. Vietnam" by GI's. At Hopetown Joy reigned as "Queen of the Grand Prix" and said afterwards, "I had a ball"!

after the event. Once again the "Giant-killers" of LeBlanc and Burns and their Bultaco won out with that gorgeous little lightweight rig of theirs.

Some quick thoughts: all those people, people everywhere and some doing the dumbest things like crowding the turns in spite of officials herding them back constantly, and parking stools and chairs where they had no chance of escape if a rider lost it. "No lady, a bike can't stop in two feet," etc...the looks on some people's faces rushing to see if a spectator was bleeding after a bump from a bike (proving again that blood is what some spectators want to see, not racing). The constant noise of the camera helicopter as "Wide World of Sports" covered the event, working like beavers to be everywhere at the same time and the knowledge that this year the "Diggers outdid themselves on this event."

When these two days are over there's a partial collapse of riders, photographers and newspaper writers and nervous breakdowns for the sponsoring club. But say what you will, each year Hopetown gets bigger and better. It's sad though that you can no longer go down to the town and watch "Gunfight at the O.K. Corral" or "The Shooting of Sheriff Brady." Sheriff Brady and we have kept a date for several Corriganvilles!

The end comment comes from Chris Lavery, the C-Z riders' manager. "This was better organized and run than 90% of the World Championships in Europe. There were some minor hang-ups but who doesn't have a hang-up once in a while and especially when it's a first time out!" Sorry, Chris. Make that second.

Cheers, DirtDiggers, you really threw a great event.

(Results on pages 20-21)

Winning Bultaco sidehack combination of pilot Jim LeBlanc and passenger John Burns are interviewed for TV.

By the end of the day's activities, Coppage was Muddy, not Dusty.

SEE THE WORLD CHAMPIONS

TORSTEN HALLMAN DAVE BICKERS JOEL ROBERT and others

Photos by Chris Lavery

AT THE PROSPECTORS M.C.'s GRAND PRIX MOTO CROSS

250cc & Under, Saturday

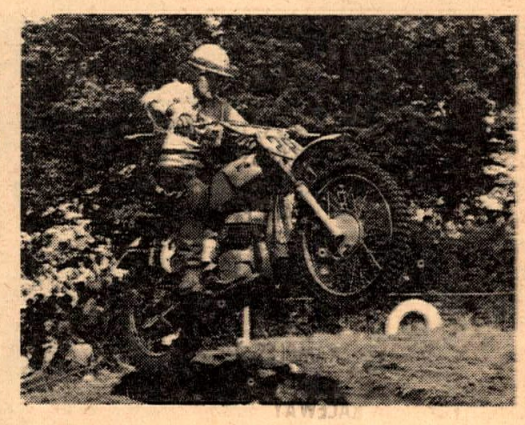
NOV. 18th

and Sunday

NOV. 19th

251cc & Over

AT CASTAIC PARK



MANY TROPHIES!

SOUVENIR PINS!

Send entries to: PROSPECTORS M.C.
220 E. 64th Place
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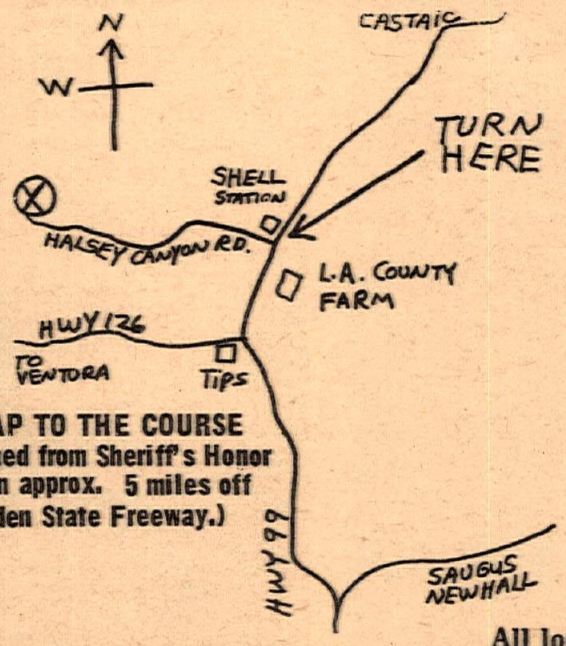
For Information Call: (213) 674-5782
First Event Starts: 9 a.m.

COURSE IS 90% VISIBLE FROM ALMOST ANYWHERE ON THE AREA OF THE COURSE—PERFECT FOR SPECTATORS



MAP TO THE COURSE
(Limed from Sheriff's Honor Farm approx. 5 miles off Golden State Freeway.)

WE OFFER A BONUS OF $100.00 TO THE FIRST AMERICAN RIDER WHO CAN WIN A MOTO CROSS OVER THE WORLD CHAMPS. THIS IS IN EXCESS OF ANY PRIZE MONEY HE MAY ALSO WIN. TO BE ELIGIBLE FOR PRIZE MONEY RIDER MUST BE A MEMBER OF F.I.M.

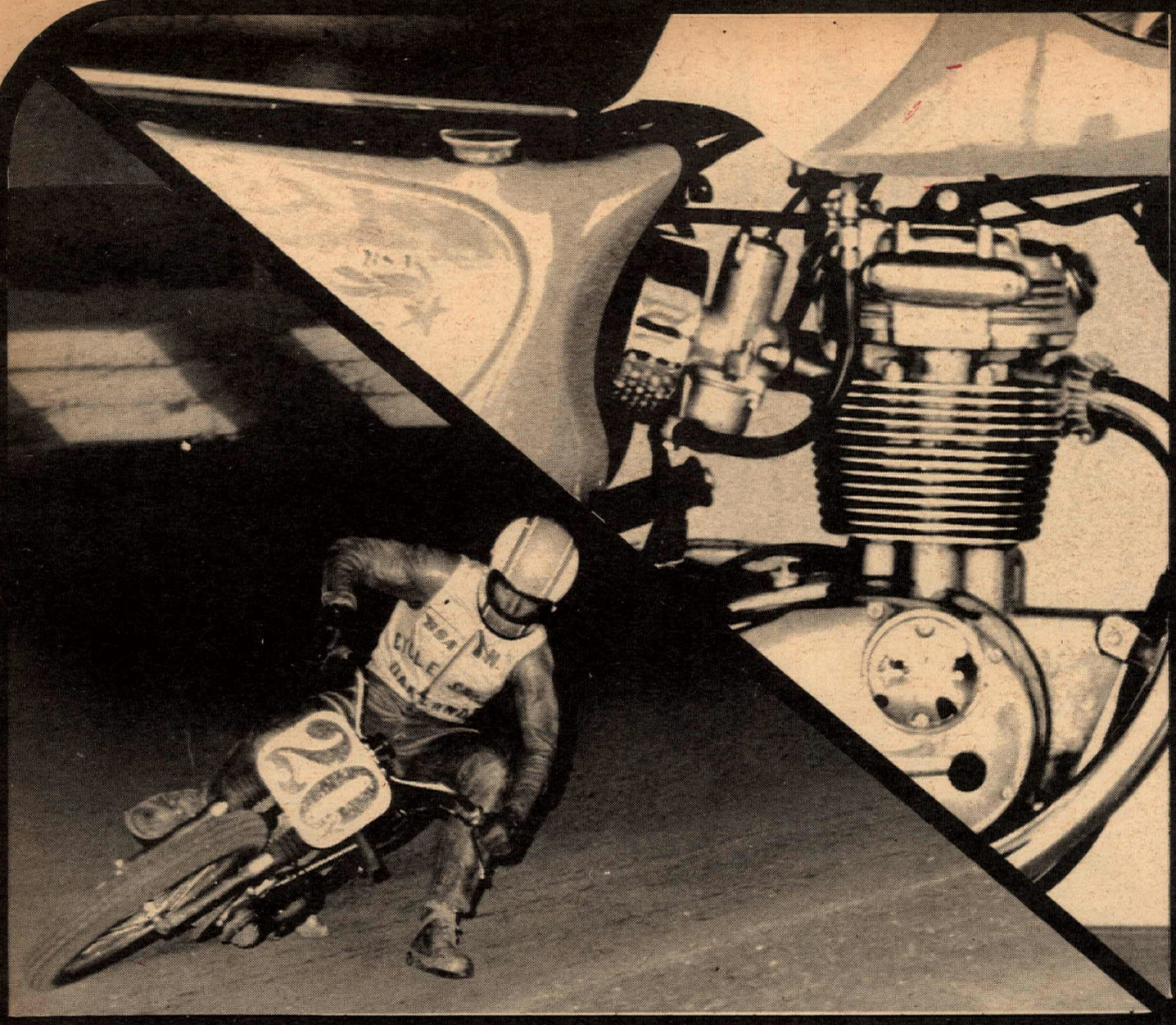
ENTRY BLANKS AND SIGNUP BOOTH WILL BE AVAILABLE AT HOPETOWN GRAND PRIX

POST ENTRYS AVAILABLE

All local riders welcome! Post entries accepted.

SPECIAL NOTICE

The Prospectors M.C. wishes to apologize on behalf of the A.M.A. who led us to believe we could have an event with an F.I.M. and A.M.A. sanction. After our posters were distributed we were then relieved of our A.M.A. sanction. Our event will not give District 37 TT points. All hail Columbus!



ASCOT CALIFORNIA CHAMPIONS

California State Half-Mile Flattrack Championship
Ascot Park November 10, 1967
1st SHORTY SEABOURNE New National 27 Riding a BSA Single
2nd DAN HAABY BSA Single
3rd SAMMY TANNER BSA Single
4th CHUCK JONES BSA Single
15-Lap Amateur Championship Final
1st LLOYD HOUCHINS BSA Single
3rd JOE BROWN BSA Single

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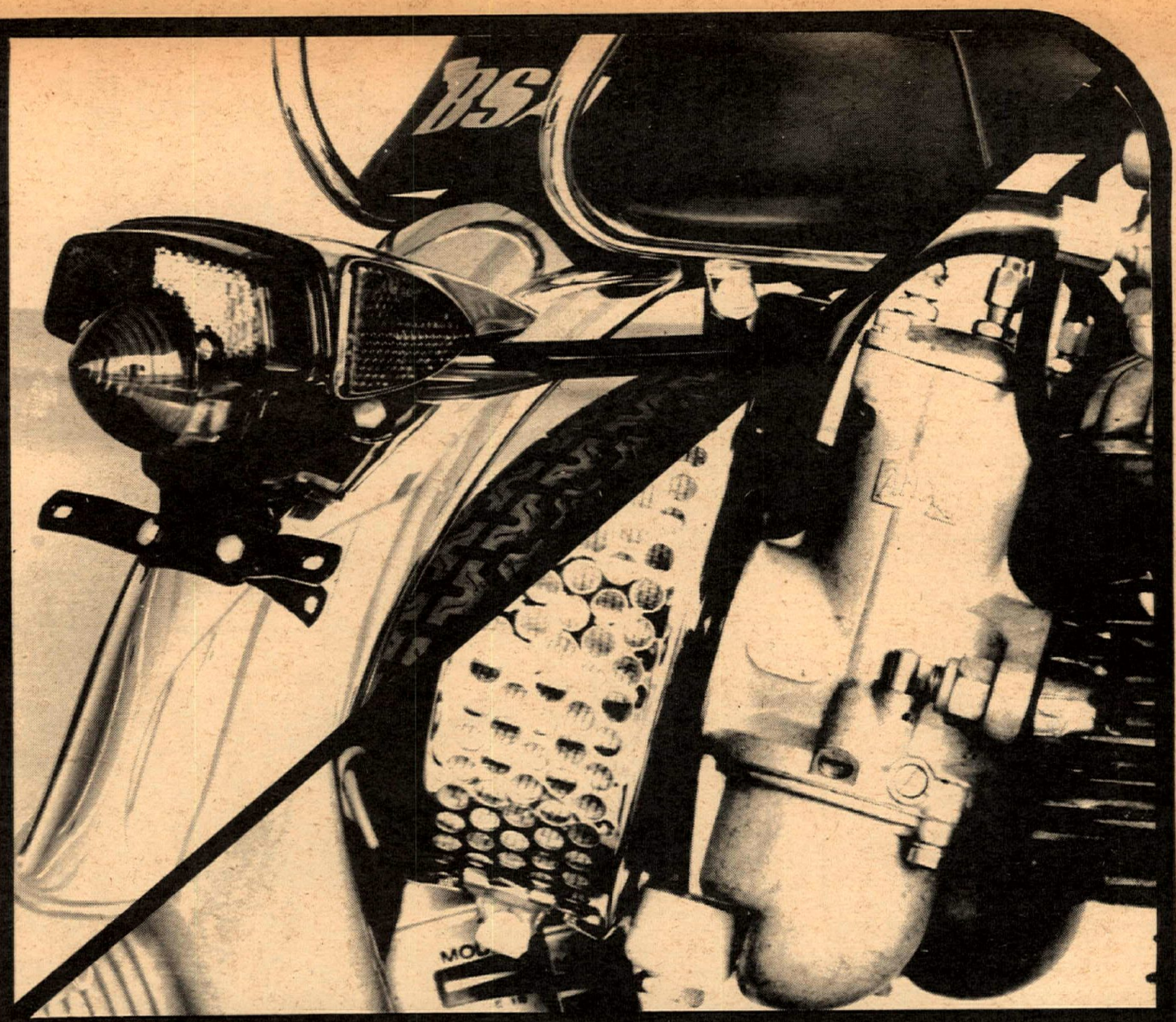
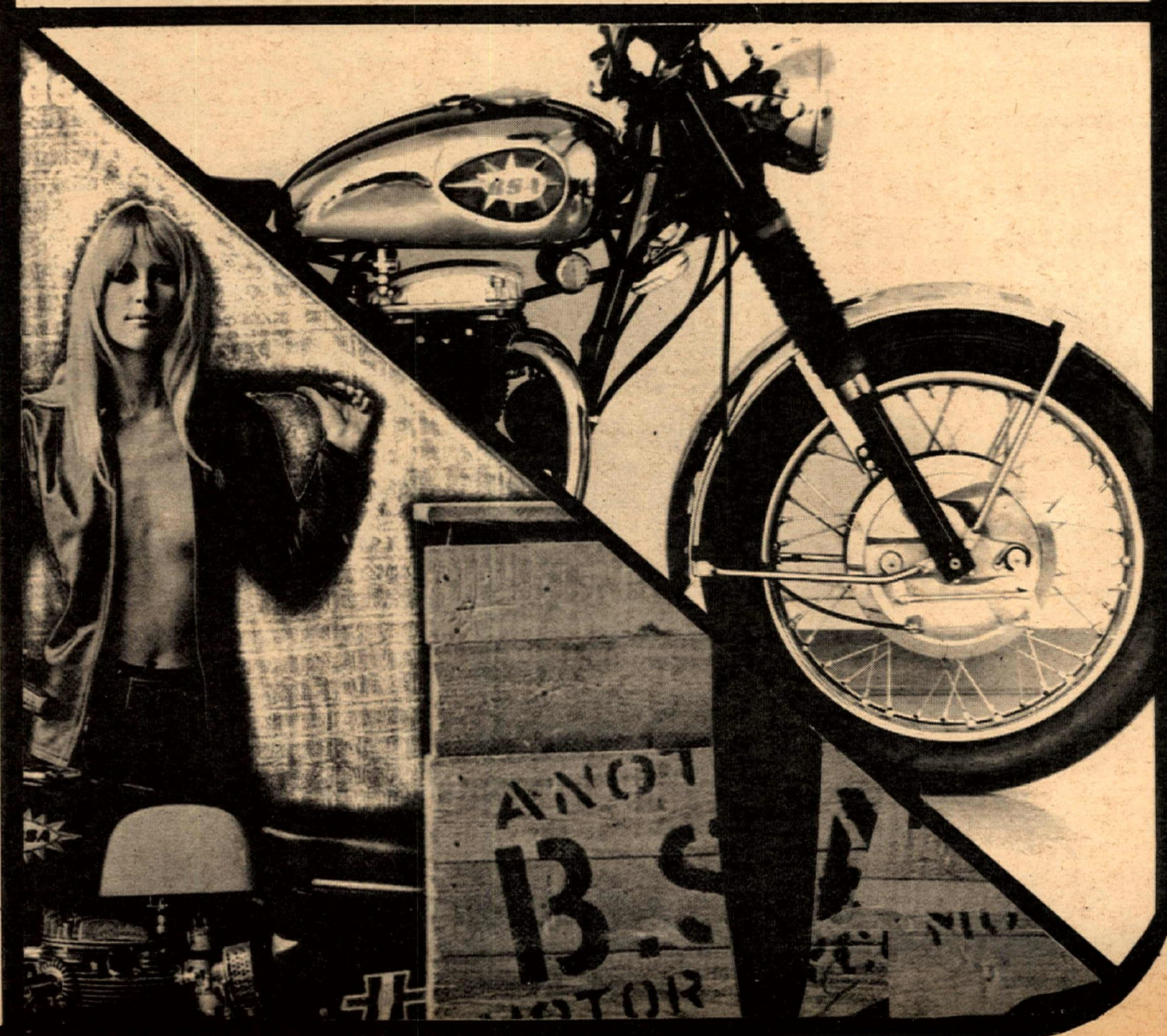


NEW Concentric Carburetors on Lightning
NEW Tail Light Super Reflector
NEW Self Locking Gas Cap on All Models
NEW Detail Refinements to make the Best Even Better



WHY SHOULD RON COLE PUT HIS REPUTATION ON THE LINE FOR MONTESA?

"Montesa offers a machine that other manufacturers only claim to offer," says Ron, a competition rider and salesman for Don Vesco Motorcycles in El Cajon, California.

"Montesa is the only one who has a true compromise machine in the line, at home either in the dirt or on the street," concludes Ron. He should know. He's been intimately involved with motorcycles for six years as a road racer, scrambler and street rider. Go visit Ron and just shout ...

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MEXICAN 1000 RALLY TIJUANA to LA PAZ

Story by Larry Willett
Photos by Harry Burton & Larry Willett

On Halloween, 74 vehicles gathered at the bullring by the sea just outside Tijuana, Mexico. On November 1, they started the first of them at 1:00 a.m. on a rally-type run to Ensenada, each one leaving at 2-minute intervals and given 90 minutes to arrive in Ensenada. There everyone received their visas and had a layover until 6:00 a.m.

During this time the Ekins brothers tore down their machine, due to seizure problems encountered on the way from Tijuana, found the only hone in Ensenada and finished their work just in time to take off.

Upon leaving Ensenada at 3-minute intervals, competitors found a good stretch of highway and everyone really put their foot in it, with the bike guys turning the wick up and leaving it all the way on.

Unfortunately, some didn't make the end of the pavement. The American Rambler team took a turn too fast and did an endo with their car. All but one of the 11 bikes entered got into the dirt.

This is where the troubles started as the terrain is indescribable. The cars had two men, so they could switch drivers at any time, but the bikes could only switch one time – at El Arco, some 400 miles away.

Malcolm Smith did a fantastic job on the first leg. He smoked everyone off and arrived in El Arco in approximately 9 hours, giving partner J.N. Roberts a good two to three hour lead.

With J.N. on his way, Malcolm and a friend who had driven Malcolm's dune buggy down earlier that week, left El Arco and headed back. About 80 miles out, his car completely destroyed itself. So with that they started walking and were finally picked up by a large truck carrying turtles. For four days they rode the turtle truck and ate burro meat. They finally arrived back in Ensenada on Sunday afternoon where their wives picked them up.

On the way to El Arco, John Steen and Al Vanderpool both split their gas tanks open, taking them out of the race. Quite a number of 4-wheelers had also fallen by the wayside.

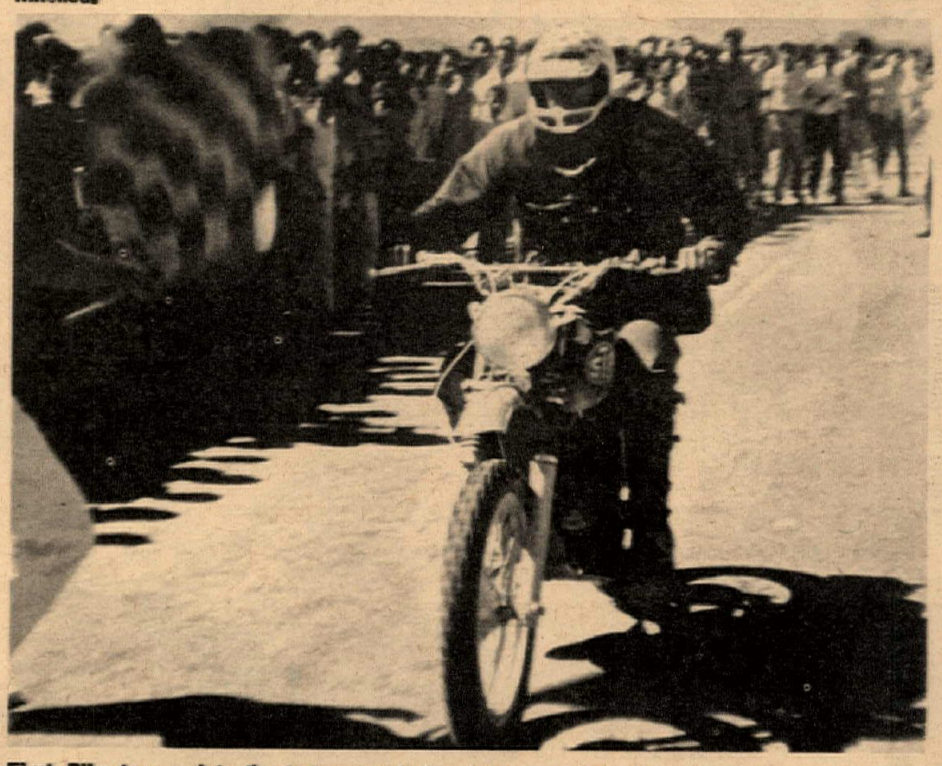
As the motorcyclists arrived in El Arco all the waiting riders pitched in and shaped the bikes up, not caring whose bike it was. They were out to beat the cars. Some machines just about had to be rebuilt. The Ekins' bike's rear wheel had to be completely respoked. Then Dave was forced to ride it the rest of the way with the suspension completely gone.

The second leg guys did most of their riding at night with no moon. They all had light setups but experienced some problems with them. Roberts, making good time and not used to riding any hare and hounds at night, came around a corner only to find the road full of cows. He hit the brakes, killed the engine and was left in total darkness trying to replace the bulb that had blown out. He said he didn't like the way a bull was pawing the ground so he got out of there as quickly as possible. Traveling on, he proceeded to take a wrong road and found out he had gone 60 miles out of the way. Heading back and about out of gas, he came to a village and said he woke everyone up with the noise of the Husky. He managed to get gas and oil there, made his way on and after a short while caught up with John Barnes, who was on the right road. Then they both got lost as fog settled in so they just lay down beside the road to wait for daylight.

During the course of the night Dave Ekins and Bob Ewing were riding together to take advantage of the two lights, got lost and Al Rogers caught up to them. Here they all stood out in the middle of no man's land arguing about which road to take. Ekins took off and left Al and Bob there, still deciding. Then Bob, trying to catch Dave, came around a corner and what should he meet but a dune buggy coming the other way.

Jerry Platt (shown) and partner Vern Hancock made it in 38 hours, 55 minutes on the cycle world Norton.

Bud Ekins (Triumph) takes off from Ensenada after he and brother Dave worked all night to repair the bike. More troubles ensued, such as losing the suspension and then losing the way. But he finished.



First Bike to complete the torturous grind and 2nd overall J. N. Roberts, Husqvarna. Roberts' partner, Malcolm Smith, built up a good lead over the first leg, when J. N. went 60 miles out of the way before getting back on course.

They collided and naturally Bob got the worst of it, until the Federales came along and locked up the dune driver because he was not a contestant. The Mexican people took Bob and his bike into their village and he was actually a hero. They treated him great and the next morning a plane with a doctor was sent for and brought him to La Paz. (Then Bob had to go explain what had happened to get the other guy out of jail.)

There were about 10,000 Mexican people lining the road at the end of the run, waiting for the winner to arrive. First to come across the finish was a VW-powered "Myers Manx" dune buggy. He had gotten by J.N. and Barnes on the highway coming into La Paz. About 15 minutes later J.N. came in, looking like he was frozen to the bike. They had to pry him off the machine as the people mobbed around him. He said he felt like he had just ridden 10 hare and hounds in a row. A few minutes later Barnes arrived on a Triumph. Both car and bike guys were taken to the radio station and interviewed as all of Mexico was tuned in on that station.

As the rest of the competitors arrived they all looked as if they had been in desert sandstorms for weeks. Ekins arrived with no teeth left on the rear sprocket. Then their time cards were checked and they left for the hotel to get cleaned up and SLEEP.

La Paz was jumping with excitement. All the people would cheer the contestants and look over their cars and motorcycles. The machines were a sight – dented rims, broken headlights, broken windshields, flat tires, dented bodies, and loaded with mud and sand.

As the riders and drivers recuperated they all got together and told stories of what had happened and how they were going to prepare the car or bike for next year. (One rider said he thought he'd lime the course.)

The festivities wound up on Saturday with a big banquet, but J.N. Roberts was forced to miss it. He caught a plane back home because he had to get ready to go to New Zealand for three months of Moto-Cross. (!)

(Results on pages 20-21)

PROFESSIONAL SHORT TRACK RACING
INDOORS at the SAN JOSE
County Fairgrounds (Expo Building)
San Jose, California
FRIDAY November 17 & 24
RACES START 8 P.M.
SEE YOUR FAVORITE STARS IN ACTION ON THE ASPHALT OVAL!

DRAG RACING

By Bob Ebeling

Jet powered cycle! Three hundred and sixty horsepower at the rear wheel! Some say it can't be real and yet, just such a machine was unveiled at Fontana International Raceway last Sunday. The jet action turbine is mounted in an old Harley frame with an appearance as though something had been left out. The power unit is a compact engine manufactured by Turbinique. It cannot really be considered a jet or true turbine, for it operates independent of any incoming free air.

The engine is composed of our parts. Ignition, fuel supply, combustion chamber and turbine. The combustion chamber is a cast sphere, somewhat resembling a globe of the earth with a spark plug at the north pole and fuel lines entering in Asia and Europe. One fuel line contains oxygen content gas, while the second delivers a combustionable fuel. As each enters the chamber in correct proportion, a spark is released that starts unceasing combustion. The expanding explosive forces are then passed via a pipe to the turbine unit and lastly expelled into the air. A sprocket is fixed to the turbine's shaft that supports the impeller blades and last, the power is transferred by a chain to the rear wheel. No clutch or transmission. The machine has two throttle controls, one each on the left and right side of the handlebars. As the rider is staged in the starting lights, he flicks a switch that delivers the initial spark and as the cycle slowly moves out, he turns the wicks for a proper ratio of oxygen to fuel. Power is instantaniously delivered in a whoosh of hot air. No tire smoke, just bang and hissss!

Alas, as with all new things there are problems to be solved. Sunday, the turbine bike ran the quarter mile in 13 seconds and at a speed of 107 mph.

One sixty plus, is the potential and God only knows what E.T. Maybe we will see next week, as it was promised to return at Fontana Raceway for bracket competition.

Irwindale

Quick speeds and elapsed times are the prime requisites for top eliminator and Joe Smith topped them all in qualifying with a 10.26 E.T. at 138 mph.

Carl Morrow, M. Disharoon and Bob Braverman filled the deck of competition with aces. Alas, everyone can't have a winning hand and Bob Braverman's 125 mph Yamaha drew to a loss as did Disharoon.

Carl Morrow and Joe Smith were the only two players left, with Smith holding the higher hand.

Smith staged the 80-inch Harley while Morrow was burning in his tire, using the staging area fence as a front brake.

Morrow was a little late in reaching the lights and Smith grew impatient. When Morrow staged, Smith looked up to the lights and found he was out of the staging lights, an automatic red light when the countdown starts and it had!

Carl won top eliminator turning 11.50 – 116.58. Not bad at all, on 65 inches of gas burning Harley Davidson. A note of interest to some Harley owners, is that Carl's carburetor is a big S.U. unit taken from a Jaguar automobile.

Mad "Monk"

For a long time I have looked around for a magic genie, or even a common machinist who could produce any or all speed equipment I desired.

Finally I looked into a secluded corner of Ed Kretz and Son, of Monterey Park and found the Mad "Monk." A machinist who can build me push rods, balance a crank and well, there are no limitations. Unfortunately, he is not there just for me but is available for anyone. Oh well, share and share alike.

Lions

Bob Braverman was the quickest and fastest of Sunday's action at Lions Drag Strip and as a result drew an interview on the radio program now broadcast live from Lions. Yep, race at Lions and you're on the air from one to four p.m.

I don't know how long Braverman occupied air time, but he ran the quarter mile in 11.36 seconds at 122.68 mph.

Thaller's 650 Triumph was the quickest and fastest stock street bike with a 13.59 E.T. and 96.74 miles per hour.

Casit tops the modified field on a 250cc Suzuki that turns out figures of 13.30 – 97.29.

One bike on fuel and the owner was minus a rider. Mr. Pick selected Bob Braverman to do the chores on his 30.50 Triumph. Bob took the little Triumph through the eyes at 122.03 mph. The elapsed time was not revealed. That's really moving on a 30.50! First time out! I wonder about the second time? Maybe next week?

P.S. Bob's birthday is Sat. Nov. 18th.

(Results on pages 20-21)

Photo by Bob Ebeling

Looking grimly determined, Johnny Eastes takes off the line at Fontana Drag City, headed for Top Gas honors aboard his immaculate Harley-Davidson.

AA AA AA AA AA AA AA

ALLEN AUTO LEASING
6060 W. Washington Blvd.
Culver City 870-8731

WE HAVE SUDDENLY FOUND OURSELVES IN THE MOTORCYCLE BUSINESS

LATE MODELS
BULTACO-YAMAHA-HONDA
BRIDGESTONE-BSA
SUZUKI
PUBLIC AND DEALERS WELCOME
BUY- TRADE- SELL

AA AA AA AA AA AA AA

HOPETOWN GRAND PRIX
GOOD GRIEF, MATEY!
them Bul's was all over the place, did yer, ee-um? Look here

100cc AMATEUR/EXPERT
1st K. MASHBURN –– Lobito
3rd STEVE SCOTT –– Lobito
5th DOUG YERKES –– Lobito
125cc EXPERT
1st DOUG YERKES –– Lobito Sr.
200cc NOVICE
1st RICK DURANTE –– Sherpa
250cc EXPERT CLASS
1st KIETH MASHBURN –PurSang
2nd ROBERT TOOLEY –PurSang
SIDEHACKS
1st JIM LeBLANC & JOHN BARNES –– 250 PurSang

...And at the Ascot TT
8-LAP NOVICE FINAL
1st S. ELLSWORTH – –PurSang
2nd DON HUGHES –– PurSang
3rd T. ROCKWOOD –– PurSang
4th A. CHINOWSKI –– PurSang
6th S. PEDERSON –– PurSang
7th DAVE SMITH –– PurSang

Whether you say adios amigo, adios guv'nor or sayonara - only BULTACO riders REALLY know how to say "ADIOS".

For your nearest Built-to-go Dlr.
TR.7-2400 or PO. 9-0441

RESULTS

All results unofficial unless otherwise noted.

SCTA SCOTTISH TRIALS
Frazier Park, Cal. Nov. 5, 1967

MASTER

1. Victor Boocock	1 Pt.
2. Jim Wilson	2
3. Bob Grove	12
4. Jack Ward	13
5. Bob Lersch	14
6. Paul Olliges	19
7. Joe Lavigne	30
8. Dick Murray	30
9. Ralph Moore	33
10. Jack Kavanaugh	47

EXPERT HEAVYWT.

1. Jim Bollingmo	32
2. Don Morgan	35
3. Bill Baxter	58

EXPERT

1. Lee Rombeau	11
2. Bob Brookhart	22
2. David Smith	22
4. John Walters	27
5. Tom Stowers	40
6. Forest Wilson	44
7. Art Day	45
8. Jim Smith	46
9. Roger Selby	64

AMATEUR LIGHTWT.

1. Warner Mobley	26
2. Roy Sheridan	29
3. Enzo Martinelli	30
4. Duane Stone	30
5. Loyd Davis	31
5. John Wilson	31
7. Tom McGeuchin	32
8. Vince Martinelli	35
9. Ron Roach	37
10. George Langos	47

AMATEUR ULTRA LTWT.

1. Ted Dore	41
2. Gary Barton	53
3. Dexter Kinnaird	55
4. Jim Kayser	61
5. John Erson	62
6. Russ Kayser	65
7. Roger Addington	70
8. Bill Babroff	78
9. Jackie Mobley	80

FORT SUTTER M.C. QUARTER-MILE
Roseville, Cal., Oct. 29, 1967

By Dale McKinnon

100 NOVICE

1. Ron Long	Bri
2. Patrick Rooney	Bri
3. Gary Culver	Bul
4. Ron Blackman	Hod

100 AMATEUR

1. Joe Allen	M-B
2. Fred McFarland	Hod
3. Mainer Richards	Yam

200 NOVICE

1. Steve Jones	Bri
2. Dan Toby	Bul
3. Jam Wyman	Bul
4. Steve Norberg	Yam

200 AM-EXP.

1. Mike Rockwell	Yam
2. Ray Beck	Hon
3. Mike Ellis	Yam
4. Albert Willimas	Bul

250 NOVICE

1. Steve Ferroni	Bul
2. Steve Wilson	Mon
3. Jack Driggs	Bul
4. Hal Johnson	H-D

250 AMATEUR

1. Tony Williams	Bul
2. Ray Vatne	H-D
3. David Klein	Hon

250 EXPERT

1. Miles Anderson	Hus
2. Elson Hinkle	H-D
3. Jim Monegan	Hon
4. Dudley Jackline	Bul

BAKERSFIELD HILLCLIMB
Bakersfield, Cal., Oct. 15, 1967

By M.J. Oxford

80-250cc CLASS

1. Buzz Silva	E	Bul
1. Clayton Catlett	A	Hon
1. Manuel Ponte III	N	Bul
2. Albert Ponte	E	Bul
2. Jimmy Danford	A	Hon
3. Terry Terras	N	Bul

300-350cc CLASS

1. Harvey Barone	N	Hon
2. George Gordman	A	Hon
3. Neil Lanphear	N	BSA

450-500cc CLASS

1. Mickey Baugus	N	—
2. John Preble	A	Hon

650cc-UP CLASS

1. Albert Ponte	E	Tri
1. Don Cody	A	Tri
2. Frank Durso	E	BSA
2. Ron Little	N	Tri
3. Dick Oxford	A	H-D
3. Marc Smith	A	BSA

TEHACHAPI ENDURO RELAY
Tehachapi, Cal. Oct. 29, 1967

By Joe Timmons

1. Gary Ryder—Rich Busch
2. Rod Sellers—Tom Walton
3. Bill O'Neil—Frank Vallefuoco
4. Fred Mendez—C.L. Mackie
5. Keith Tennis—Don Tennis

LIONS DRAG RESULTS
Nov. 12, 1967

STOCK STREET:

AA — Speedy High	H-D	14.70—92.87
A — W. Hodges	H-D	14.70—87.33
B — I. Thaler	Tri	13.59—96.74
D — M. Baldewicz	Yam	14.41—89.37
E — Spivack	Suz	15.12—84.98
F — D. Barler	Yam	22.44—51.60

MOD. STREET:

C — Harry Couch	Tri	— —
D — K. Leonard	Hon	13.75—98.90
E — C. Casit	Suz	13.30—97.29
F — M. Zelasco	Bri	16.37—77.92

GAS:

A — C. Bailey	H-D	13.55—100.00
B — American Speed Cycle	Tri	12.05—113.00
C — Bob Braverman	Yam	11.36—122.68
F — Linn & Zeman	Suz	18.43— 68.82

FUEL:

C — S. Pick	Tri	— 122.03

IRWINDALE DRAG RESULTS

TOP BIKE:

Carl Morrow	H-D	11.50—116.58

RUNNER UP:

Joe Smith	H-D	10.26—138.00

MEXICAN 1,000 RALLY, PROVISIONAL
Tijuana to La Paz, Mexico, 11-1-67

MOTORCYCLE CLASS

1. Malcolm Smith, Riverside, & J.N. Roberts, Sun Valley. 1967 Husqvarna. 28 hrs., 48 min. (New Class Record).
2. Dick Hansen, La Mesa, & John Barnes, San Diego. 1965 Triumph. 29 hrs., 13 min.
3. Bud Ekins, Hollywood, & Dave Ekins, Woodland Hills, 1964 Triumph. 31 hrs., 11 min.
4. Don A. Bohannan, Northridge, & Al R. Rogers, Burbank. 1967 Triumph. 31 hrs., 38 min.
5. John Coots, Pacoima, & Gail Ferrell, Simi. 1967 Triumph. 36 hrs., 05 min.
6. Lester J. Platt, Palos Verdes, and Vern Hancock, Lynwood. 1967 Norton. 38 hrs., 15 min.

BAY MARE SCRAMBLES
Sun., Nov. 5, 1967

100cc NOVICE MAIN

1. Kirk Redding	Bri
2. Dana Thompson	Hon
3. Ed White	Hod

100cc AM/EXP. MOTO

1. Randy Matthews	Bri
2. Dave Stroman	Bul(tie)
2. Linus Beall	Bri(tie)
3. Jim Northem	Hon(tie)
3. Gary Nichols	Yam(tie)

200cc NOVICE MOTO

1. Craig Cove	Oss
2. Jerry Hart	Bul
3. Mike Rendich	—

200cc AM/EXP. MOTO

1. Randy Smith	Bul
2. Linus Beall	Bri
3. Marty Endless	Hon

250cc NOVICE MAIN

1. Jim O'Neal	Bul
2. John Wiley	Mon
3. Chuck Parritt	Bul

250cc AM/EXP. MOTO

1. Gary Sowell	Bul
2. Chuck Hatcher	Bul
3. Alan Reed	Suz

500cc NOVICE MOTO

1. Richard Watts	Mat
2. Wayne Peterson	BSA
3. Cliff Bole	Tri

500cc AM/EXP. MOTO

1. Bruce Jackson	BSA
2. Jim Bassey	Mai
3. Ralph Carpenter	BSA

650cc NOVICE MOTO

1. Dick Allen	Tri
2. Ronnie Randell	Tri
3. Lanz Gordon	Tri(tie)
3. Ron Bode	Tri(tie)

650cc AM/EXP. MOTO

1. Jim Bassey	H-D
2. Buddy Carter	Tri
3. Bill McCoy	Tri

ACA SHORT TRACK
Orange Co., Oct. 25, 1967

100cc T.D.

1. David Aldana	Suz

250cc T.D.

1. Rick Woods	Duc

100cc MAIN

1. David Aldana	Suz
2. Russ Robinson	Suz
3. Keith Mashburn	Bul
4. Tom Warren	Bul
5. Steve Pederson	Kaw
6. Ron Taylor	Yam
7. David Quiroy	Gil
8. Mark Kruse	Bul

500cc MAIN

1. Russ Robinson	BSA
2. Clutch Cargo	BSA
3. Si Porter	Tri

LODI BENEFIT SCRAMBLES
Sun., Oct. 1, 1967

By Dale McKinnon

WOMEN

1. Sue Childress
2. Peggy Mcgill
3. Jo Vales

100 NOVICE

1. Charles Manley
2. Jerry Tyler
3. Ralph Keys
4. Arch Price

100 AMATEUR/EXPERT

1. James Braghetta
2. Fred McFarland
3. Kenny Roberts
4. Dave Yount

200 NOVICE

1. Jerry Baugh
2. Danny Kamen
3. Craig Fillmer
4. Scott Johnson

200 AM./EXPERT

1. Jay Kanemoto
2. Lynn Mobley
3. Ron Gilman
4. Jerry Clark

250 NOVICE

1. Richard Steinke
2. Pete Francini
3. Steve Wilson
4. Kenneth Brann

250 AMATEUR

1. Eric Jorgensen
2. Ron Davies
3. Robert Bruce
4. Bill Flett

250 EXPERT

1. Mark Brelsford
2. Paul Hohnson
3. Terry Sage
4. Carl Leihr

350 NOVICE

1. Jack Ausmus
2. Joe Torres
3. Roger Steyding
4. Ray Eastin

350 AM./EXPERT

1. Greg Hodges
2. Charles Donbar
3. Jan MacLachlan

500 CLASS

1. Richard Steinke
2. Rick Statler
3. Glenn Lanoy
4. Bill Evans

650 NOVICE

1. Greg Rondy
2. John Scott
3. Jerry Philpott

500 AMATEUR

1. Steve Bales
2. Leonard Page
3. Ron Davies
4. George Machado

650 AMATEUR

1. Bill Flett
2. Dave Clark
3. Robert Boaz
4. John Pard

650 EXPERT

1. Jim Rice
2. Bruce Anderson
3. Rodney Norgaard
4. Byron Norgaard

SWEEPSTAKES

1. Mark Brelsford
2. Bruce Anderson

AFM ROAD RACE ORANGE COUNTY INT'L. RACEWAY
Sun., Nov. 5, 1967

By Bill Pettigrew

50cc PRODUCTION

1. Steve Monohan	Mon
2. Sid Chambers	Mon
3. Tom Cangemi	Mon
4. Bill Giles	Mon
5. Mike Wiggley	Yam

100cc PRODUCTION

1. Roger Baeder	Kaw
2. David Sprayberry	Yam

125cc PRODUCTION

1. Myron Tracy	Hon
2. Bill Merchant	Suz
3. Ed Kelly	Suz

175cc PRODUCTION

1. Frank Fullylove	Hon
2. James Harris	Oss

250cc PRODUCTION

1. Dave Damron	Suz
2. Greg Smith	Suz
3. Nick Theroux	Yam
4. Chief Galbraith	Yam

350 PRODUCTION

1. Dick Tetz	Hon

500cc PRODUCTION

1. Dick Kilgroe	Hon
2. John Lasater	Hon

650 — OPEN PRODUCTION

1. Roland Pagan	Tri
2. Jack Hamey	Tri
3. Dan White	Nor

50cc GP

1. Bob Fulton	Hon
2. Colin Jones	Hon
3. Ed Clement	Hon
4. Tom Cleghorn	Hon
5. Dan Osborne	Ita

100cc GP

1. Rudy Galindo	Yam
2. Brad Stankey	Yam
3. Randy Layne	Hod
4. Ron Taylor	Yam

125cc GP

1. Steve McLaughlin	Hon
2. Reg Pridmore	Bul
3. Chief Galbraith	Yam

175cc GP

1. Ron Phillips	Oss
2. Greg Kearney	Bri
3. Fred Muhlberg	Hon

250cc GP

1. Ron Grant	Suz
2. Fumio Ito	Yam
3. Don Vesco	Yam
4. Ron Pierce	Yam

350cc GP

1. Art Baumann	Yam
2. Ron Grant	Hon
3. George Roche	Hon
4. James Chen	Hon

500cc GP

1. Don Vesco	BSA
2. Clyde Litch	Hon
3. Dick Kilgroe	Hon
4. Gerry Howerton	Mat
5. Wes Cooley	Nor

OPEN GP

1. Walt Fulton	H-D
2. Ken Clark	Tri
3. Tom Steele	Tri
4. Clutch Cargo	BSA
5. Jerry Winter	H-D

MONEY RACE ($500.00)

1. Don Vesco	$150.	Yam
2. Walt Fulton	$100.	Suz

SIDECAR

1. Doug Bingham/ Ed Wade	H-D

WASHINGTON STATE CHAMPIONSHIP COWBELL ENDURO
Bellingham, Washington, Sun., Nov. 5, 1967

By Rick Wilkinson

1. V. Place	H-D	87 Pts.
2. L. Simonson	Bul	47
3. A. Drafs	Bul	47
4. D. Rogers	Bul	48
5. F. Pazaski	Hod	48
6. N. Johnson	Bul	49
7. W. Leibenzeder	Bul	59
8. C. Baker	Bul	58
9. D. Myere	Tri	58
10. L. Fall	Hod	67

100cc CLASS

1. B. Adams	Suz	77 Pts.
2. L. Hartby	Hod	107
3. M. Moore		112

200cc CLASS

1. F. Pazaski	Hod	48
2. N. Johnson	Bul	49
3. N. Oderberg	Hod	—

350cc CLASS

1. V. Place	H-D	37
2. L. Simonson	Bul	47
3. A. Drafs	Bul	47

OPEN CLASS

1. D. Myere	Hod	58
2. H. Feulner	Tri	98
3. C. Clement	Hus	158

TEAM TROPHY

1. F. Pazaski	Hod
2. A. Drafs	Bul
3. L. Simonson	Bul

PONDEROSA DESERT
Nov. 5, 1967

1. Steve Holliday	Hod
2. Tom Fee	Hod
3. Wayne Garrett	Hod
4. Gene Souza	Hod
5. Monte Lee	Hod
6. Ken Burgess	Hod
7. Ken Parks	Hod
8. E.C. Birt	Kaw
9. Mickey Burton	Hod
10. Pat Kolley	Hod
11. Joe Biedenbach	Bul
12. Dennis Murphy	Hod
13. Ed Scheidler	Hod
14. Mark Wilson	Yam
15. Clark Stodgell	Hon
1st girl Mary Brooks	Bul
1. Ron Fry	Hus
2. Warren Siegfried	Tri
3. Marvin Stede	Tri
4. Al Baker	Tri
5. Dean Crawford	Tri
6. Dave Brewer	Tri
7. John Dorius	Hus
8. Harry Greenlee	Tri
9. Jim Choner	Gev
10. George Green	Hus
11. Dan Bernard	Bul
12. Lyle Simpson	Tri
13. Mike Burke	Tri
14. Ray Johnson	Hus
15. Dick Gilman	Tri
1st Girl Sue Greenlee	Tri

SAGE-HOPPERS M.C. 2nd ANNUAL "BRUSH BASH"
Encinitas, Calif. 11-5-67

100cc EX/AM/NOV. POWDER PUFF

Po. Rider	Cl.	Mach.
1. Gary Bailey	(E)	Hod
2. Jack Morgan	(E)	Hod
3. Frank Morgan	(E)	Hod
4. Stan Whitten	(E)	M-B
5. Bob Goodman	(N)	Yam
6. Don Billington	(N)	Yam
7. Larry Harmon	(E)	Hon
8. Jim Ralph	(N)	Hod
9. Dan Hockie	(N)	Hon
10. John Mason	(N)	Hon
11. Doug Maloney	(N)	Hon
12. Richard Lindley	(N)	Hod
13. Ray Vanderpool	(E)	Yam
14. Gil Smith	(N)	Bul
15. Kirk Shryock	(N)	Hod
16. Clyde Grizzle	(N)	M-B
17. Richard Roll	(N)	Bul
18. Jim Gilbreath	(N)	Hon
19. Claude Henderson	(N)	Hod
20. Charles Myers	(N)	Yam
21. Budd Willis	(E)	Bul
22. J.C. Woodiwiss	(N)	Hod
23. Sandy Termin	(PP)	Hod
24. N. Woolsteinhulme	(N)	Hod
25. Bill Silverthorn	(E)	Sac
26. Dan Etheridge	(N)	Hod
27. Carol Gooding	(PP)	Hod
28. Bob Norgaard	(N)	Hod
29. Chuck Clayton	(N)	Hod
30. Kevin Wolfe	(N)	Hon
31. Jeff Creager	(N)	Hod
32. Irving Grickler	(N)	Yam
33. Marsha Whitten	(PP)	Yam
34. Harold Strong	(E)	Zan
35. Steve Rauch	(N)	Hod
36. Wayne Harber	(N)	M-B
37. Steve Reynold	(N)	Hon
38. Frank Smith	(N)	Suz
39. Gary Little	(N)	Hod
40. Paul Vanderberg	(N)	Hod
41. Dan Phillips	(N)	Hon
42. Scott Randall	(N)	Hod
43. Wayne Teliaferro	(N)	Hod
44. Mike McGehee	(N)	Hod
45. Guy Luck	(E)	Sac
46. Don Frauenberger	(N)	Bul
47. Dan Demers	(N)	Suz
48. Steve Coulter	(N)	Hod
49. Jacquie Martin	(PP)	Hod
50. George Malarkey	(N)	Hod
51. Frank Grizzle	(N)	Yam
52. Clyde Gage	(N)	Yam
53. Bob Baker	(N)	Hon
54. Mickey Hill	(N)	Hon

250cc OPEN EX/AMATEUR

1. John Kenyon	250E	Gre
2. Jeff Willis	250E	Kaw
3. Ron Attig	Op E	Tri
4. Bob Kulek	250A	Bul
5. Zane Prather	Op E	Tri
6. L.E. Slaughter	250E	Gre
7. Bruce Cornell	Op E	Tri
8. Bob Deutschman	250A	Gre
9. H.G. Backer	250E	Hus
10. Al Adams	500E	BSA
11. Noel Cobbs	250E	Bul
12. Ed Martony	250E	Mon
13. Gil Veyda	Op E	Tri
14. Byron Krenek	250E	Mon
15. Mono Fox	250A	Gre
16. George Bachelder	250E	Jaw
17. Richard Martin	500E	Mai
18. Niles Ussery	Op E	Tri
19. John Martin	500E	Mat
20. Len Miller	250A	Bul
21. Jim Dorman	Op A	Tri

250cc OPEN NOVICE

1. Norm Phillips	Op N	Tri
2. Scott King	250N	Gre
3. J. Bentley	250N	Hus
4. Bob Frauenberger	250N	Kaw
5. Ross Termin	250N	Gre
6. D. Kilpatrick	250N	Bul
7. Bill Cluena	500N	Mai
8. M. Chiara	250N	Mon
9. Walter Martin	250N	Bul
10. Herman Esswein	250N	Mon
11. Tom Tobin	250N	Mon
12. Don Mitchell	Op N	Tri
13. Art Brookman	Op N	Tri
14. Brian Test	250N	Hon
15. Larry Berg	250N	Mon
16. Warren Goff	250N	Hus
17. Jay Biery	250N	Gre
18. Dennis Knudsen	250N	Bul
19. A.E. Newsom	250N	Bul
20. George Gast	250N	Mon
21. Joe Crawley	250N	Bul
22. George Etheridge	250N	Gre
23. James Martin	250N	Gre
24. Gary Pendleton	250N	Hon
25. Bob Eckhart	250N	Mon
26. Barney Gilbertson	250N	Par

RESULTS

HOPETOWN RESULTS

DIRTDIGGERS GRAND PRIX
Hopetown, Calif., Sat. & Sun. Nov. 11 & 12, 1967

By Maureen Lee

100cc NOVICE
1. Don Afflack Hod
2. Tip Rahm Hod
3. Don Eide Hod
4. Bruce Baron Hod
5. Mike Payse Bul

100cc AMATEUR-EXPERT
1. Keith Mashburn Bul
2. Dave Ekins Zun
3. Steve Scott Bul
4. Jack Morgan Hod
5. Doug Yerkes Bul

200cc – ALL CLASSES
1. Dewayne Keeter Mon
2. Doug Yerkes Bul
3. Bud Welty Bul
4. Lee Stumpenhaus Bul
5. Ric Durand Bul

POWDER PUFF
1. Sandra Termin Hod
2. Terri Bryce Hon
3. Juanita Jenkins Yam
4. Rosemarie Martino Hod
5. Eulene Long Hon

250cc NOVICE
1. Skip Welty Bul
2. Jim Beres Bul
3. Charles Hermanson Gre
4. Jim Close Gre
5. Paul Schneider Bul

250cc AMATEUR
1. Bill Friant Gre
2. Larry Shoemaker Bul
3. Don Shore Bul
4. Larry Bessey Mon
5. Lynn Fortner Hus

250cc EXPERT
1. Keith Mashburn Bul
2. Robert Tooley Bul
3. Max Switzer Gre
4. Lon Peterson Mai
5. Dan Kline Gre

21" ALL CLASSES
1. Richard Wunder Hon
2. John Maynard Hon
3. Dennis Gildehaus Hon
4. Gil Spaeth Hon
5. Lewis Wolf BSA

500cc NOVICE
1. Jim Bentley Hus
2. Everett Creach Tri
3. Dick Miller Tri
4. Jim Bruns Tri
5. Chris Hytten Tri

OPEN NOVICE
1. Jim Dorman Tri
2. Don Mitchell Tri
3. Dick Allen Tri
4. Gerry Randall Tri
5. Rob Forrest –

SIDE HACK
1. J. LeBlanc, pilot Bul
   J. Burns, pass.
2. J. Palfreyman, pilot Tri
   S. Foss, pass.
3. B. Hoffman, pilot Zun
   J. Healy, pass.
4. J. Person, pilot Tri
   G. Weber, pass.
5. M. LeBlanc, pilot Jaw
   C. Gratz, pass.

500cc AM-EXPERT
1. Gary Bailey Gre
2. Steve Hurd Mat
3. Al Baker Hus
4. Ron Sloan Mat
5. Dave Lenar BSA

OPEN AM-EXPERT
1. Gene Smith Tri
2. Dick Dean Tri
3. Harland Bast Tri
4. Al Holley Tri
5. Doyle Fields Tri

INTERNATIONAL MOTO-CROSS EVENTS Saturday

250cc CLASS
1. Joel Robert C-Z Belgium
2. Torsten Hallman Hus Sweden
3. Ake Johnsson Hus Sweden
4. Roger DeCoster C-Z Belgium
5. Dave Bickers C-Z England
6. Steffan Enquist Hus Sweden
7. Gary Conrad Gre U.S.A.
8. Ken Weems Mon
9. Walt Axthelm Suz
10. Russ Darnell Gre
11. Ray McCarty Hus
12. John Kenyon Gre
13. Hoppy Hopkins Mon
14. L. Lingelbach Gre
15.
16. Gene Cornnert Mon
17. Steve Scott Bul
18.
19. Ray Sledge
20.
21. Ron Nelson Mon
22. N. Nicholson Gre
23. James Robb Gre
24. Preston Petty Gre
25. Skip Van Leeuwen Mon

Sunday
500cc CLASS
1. Roger DeCoster (tie) C-Z
1. Torsten Hallman(tie) Hus
2. Dave Bickers C-Z
3. Gary Conrad Gre
4. Ake Johnsson Hus
5. Bud Ekins Tri
6. Eddie Mulder Tri
7. Dusty Coppage Tri
8. Russ Robinson BSA
9. Steve Hurd Mat
10. Chuck Minert BSA
11. Ray Sledge –
12. Jessy Seqvih Mat
13. Ray McCarty Hus
14. Bob Ewing BSA
15. Ron Nelson Mon
16. Steffan Enquist Hus
17. Walt Axthelm C-Z
18. Bill Blakeslee BSA
19. Joel Robert C-Z
20. Nick Nicholson Gre
21. Bruce Jackson Vel
22. Stu Peters Mai
23. Bill Manley Duc
24. Tom Senner Hus

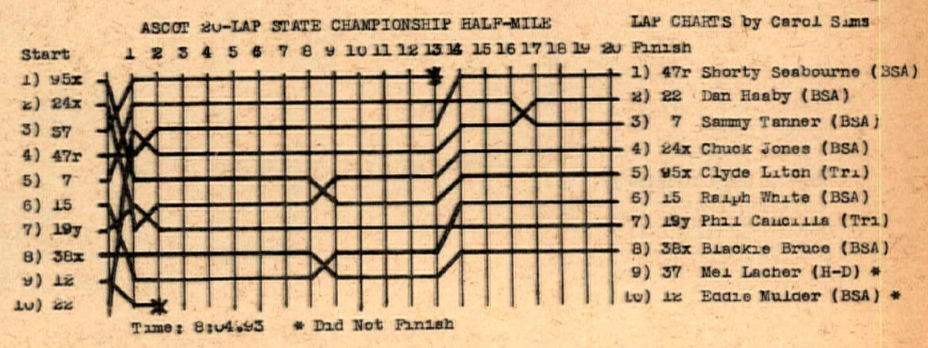
1967 CALIFORNIA STATE ASCOT HALF-MILE CHAMPIONSHIP
Gardena, Cal.
Friday, Nov. 10, 1967

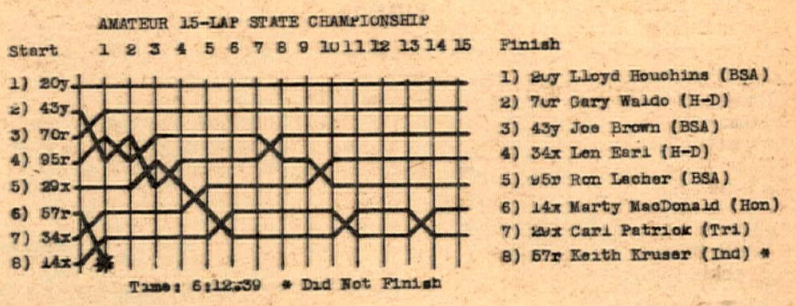
20-LAP EXPERT FINAL
1. Shorty Seabourne BSA
2. Dan Haaby BSA
3. Sammy Tanner BSA
4. Chuck Jones BSA
5. Clyde Litch Tri
6. Ralph White BSA
7. Phil Cancilla Tri
8. Blackie Bruce BSA
9. Mel Lacher H-D*
10. Eddie Mulder BSA*

*Did Not Finish

10-LAP NOVICE FINAL
1. Rick Durkee Suz
2. Rick Elisarraras Suz
3. Bill Cody H-D
4. Alex Chinowski Hon
5. Steve Pederson Kaw
6. Lee Wheeler Suz
7. Rick Deane Yam
8. Fumio Ito Yam
9. Dave Smith H-D
10. Ken Lighthouse Yam

15-LAP AMATEUR FINAL
1. Lloyd Houchins BSA
2. Gary Waldo H-D
3. Joe Brown BSA
4. Lenny Earl H-D
5. Ron Lacher BSA
6. Marty MacDonald Hon
7. Carl Patrick Tri*
8. Keith Kruser Ind*





QUESTIONS AND ANSWERS

By The Answer Man

Send your questions to The Answer Man, Care of Cycle News, Box 498, Long Beach, Calif. Sorry, volume of mail does not allow us to send individual replies.

QUESTION; *I have an iron barrel Greeves #34A engine. I have been told that there is some kind of Chevrolet condenser that can be fitted to replace the standard unit for better service. Can you help me with the part number or any information on this? Also is there any quick way to check timing on these beasts under field conditions? T.H. – North Hollywood, Calif.*

ANSWER: The replacement condenser you need is a Delco D-203 or equivalent. To quickly field-time your Greeves, the piston's position in relation to top dead center must be checked. You could do this easily with a guage through the spark plug hole. Then the remaining steps of setting the points at 5/32nd's before T.D.C. with a .015 gap would be easy.

QUESTION: *I have a 1964 BSA 250cc which has a Triumph 650 piston. The only series of numbers I can find are BA, 14087, and 413. I am not sure of the bore. Could you tell me what my total displacement is? I would also like to know how far this is overbored, and how much this leaves me. B.W.- Lubbock, Texas.*

ANSWER: Your BSA 250 is a model C-15 that has a bore of of 2.6375". I must assume that the Triumph piston is stock size and its dimension would then be 2.795". The cylinder of your BSA is now .1575 overbored. I have no idea of the remaining wall thickness. That could only be ascertained by a visual inspection.

Your total displacement is now 21.64 cu. inches or 354cc's.

QUESTION: *When I disassembled my Triumph clutch, I lost one of the hub roller bearings. The manual says there are twenty but I only count 19. Will it be O.K. to assemble it with only 19? B.R. – Canoga Park, Calif.*

ANSWER: Yes, the loss of one bearing will not cause undue harm. But why not just buy another bearing?

QUESTION: *Almost every four stroke engine I have seen has three rings on the piston. Are three necessary and what determines this? D.K. – Torrance, Calif.*

ANSWER: Lets start with the necessity of one. This first ring is the lower one on a piston and is responsible for oiling the cylinder walls, thus it's necessity is established. The next ring or rings are solely for retaining the expanding gasses above the piston. In engines of small displacement or low compression, one ring may be all that is needed. However, in most engines above 250cc the combustion pressures are great enough to require two rings.

It's a fact that the fewer rings that can be used, the better. Most of the heat in a piston is transferred from cylinder wall to piston via the ring, because it is in constant contact with the wall, while piston skirt contacts are less conductive to heat, due to intermittent friction with the cylinder. Rings are also additional weight to the piston, which may seem unimportant but every little bit counts in a high performance engine.

QUESTION: *I own a Honda CL72 scrambler and wish to install new pistons. When I asked for them at a dealer, he asked if I wanted phase 1, 2 or 3 pistons. I wasn't sure what he meant and since this is the first rebuild on my bike, I purchased the phase one set. How much overbore is this and how much are the #2 and three sets? D.H. – Alhambra, Calif.*

ANSWER: Each of the three sets are a .25mm or .0098 inches increase over the previous. Phase one is .0098 over standard, Phase 2 is .0197, Phase three is .030 inches.

jingle bells already

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Christmas comes but once a year, but Cycle News brings cheer 50 times. This year you can solve your Christmas gift-giving problems the easy, thoughtful way by giving Cycle News gift subscriptions to your motorcycling friends. For the special low price of only $6 we'll send your friend a gift card with your message on it and America's only weekly motorcycle newspaper every week for a year. So why not beat the rush and do your Christmas shopping early, the Cycle News way... Turn to page 2 and use the convenient subscription coupon thereon. Cheers!

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SCRAMBLES AT LODI

RETARDED CHILDREN BENEFIT

Story by Dale McKinnon
Photos by John Ramos

The Stockton (Calif.) Motorcycle Club has put on a Benefit Scrambles race for the last four years, with the help of the Lodi M.C. Proceeds go to help retarded children, and many of the merchants around the area donate gate prizes, trophies and various merchandise awards.

This year 167 riders showed up and the more than 1000 spectators were treated to an excellent show. The Powder Puff was the first event of the day, with Debbie Jackline, Peggie McGill, Jo Vales and Sue Childress heading the field. Debbie took the heat with Peggie and Sue right on her tail, and Jo Vales, who improves with each race, wasn't far behind either.

In the Main Debbie took off like crazy, but fell while being pushed real hard by the other three. Sue collected the win, which makes two in a row, and, that's some record for only two races.

There were more 350's than I've ever seen at a race. Ray Eastin nabbed the lead from the start, then Thomas Rodrigues and Ray Eastin relieved him of it. They rode side by side for the most part, then Joe Torres came up to battle for second. Joe couldn't quite get the leader so had to settle for a second.

Cornering frantically, this group of 250 Experts was whittled down somewhat by spills and restarts. Eventual winner of the bash was (16w) Mark Brelsford; second went to (15e) Terry Sage.

Over 160 riders showed up at the Stockton M.C.'s benefit for retarded children. Crashes aplenty dotted the program, but it was all for a good cause.

Lots of Spills

In every event at least once man went down, most of the time more, and the 250 Expert Main was no exception. Ray Huff grabbed a quick lead only to have to give it up to a restart. Frank Gillespie and another rider went down while trying to take Huff on the outside. On the restart Paul Johnson took off first with the whole pack right on his tail. Mark Brelsford moved in there to do battle while Huff and Bruce Teixeira were fighting for third. Mark finally got around Paul and Huff went down and out. Paul hung on for second while Terry Sage moved into third.

The 500 Novice Main started out with Wilbert Smith, Bill Evans and Glenn Lanoy all fighting for first. Rick Statler couldn't stand being left out so he jumped up there to make it a four-way go. Bill decided it was a little crowded and moved into the lead. Not to be outdone, Richard attempted to take over second. Glenn had other thoughts though, and they rode peg-to-peg for many laps with neither getting the advantage until the last circuit, when Glenn slipped over for second spot. Quite a race!

My ole buddie Sparky Pinola was there, with his little bike, after trying out a 200 Bultaco lately. He didn't fall down in the heat but prosperity was too much for him, and he took a good one in the 100 Main. Steve Thomas grabbed an early lead in the 100 event, but several riders went down and they restarted. On the restart Thomas again took off like gangbusters but it was short-lived. When Greg Moore took the lead, Steve got a little anxious and went down. Charles Manley inherited second spot then and lasted til the end.

Richard Wharton was another rider with visions of lapping the field but had bad luck. While trying to get around Dan Toby both he and Toby went down. A sure win down the drain.

Rice Roars

Jim Rice was the big gun in the 650 Expert Main. It didn't look that way at first as the whole pack reached the first corner together. Somebody was sure to go down but no one did. Rice, Bruce Anderson and Lance Anderson were so close on the first lap you could have covered them with the proverbial blanket. Rice doesn't seem to like crowds too well, however, and stretched it out.

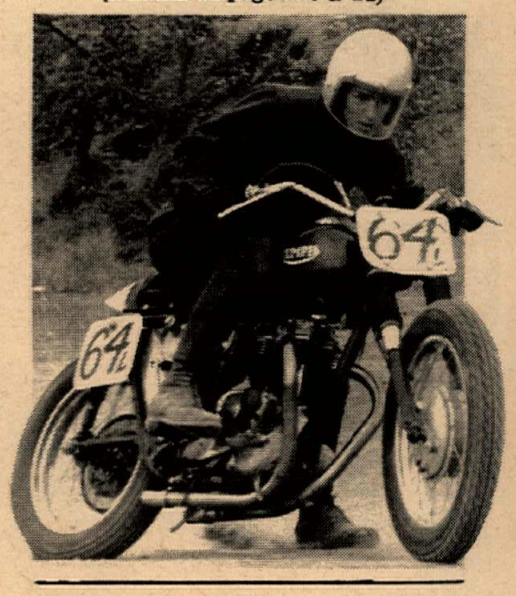
Bruce had a good hold on second but Fred Sumrall was having his hands full with Byron Norgaard for third. While they were fighting among themselves Rodney Norgaard came along to split them up and take third himself. It was a close and exciting race, a fitting one to close out a good day of racing.

Australian Pursuit

The actual last event of the day was an Australian Sweepstakes. It is the type event which takes the top two Main Event winners in the 250 class up. They line them up, small bikes in front, single file. At the wave of the flag they all take off. As a rider is passed he has to get off the track. They ran this one 10 laps and the last rider at that time was declared the winner. Two-fifty Expert Mark Brelsford led most of the way, riding like crazy. He didn't have to pass more than a rider or two and then found himself in front. Bruce Anderson and Jim Rice who started at the tail-end on 650's tried their best but couldn't catch him. It was an interesting race, something a little different. First time I'd seen one.

Above: In the 650 Amateur go, much hassling took place. Moving up to grab 3rd spot is (74t) Robert Boaz. Below: "Come on Triumph, do your duty."

(Results on pages 20 & 21)



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AFM ROAD RACE AT ORANGE COUNTY RACEWAY

Story and Photos by Bill Pettigrew

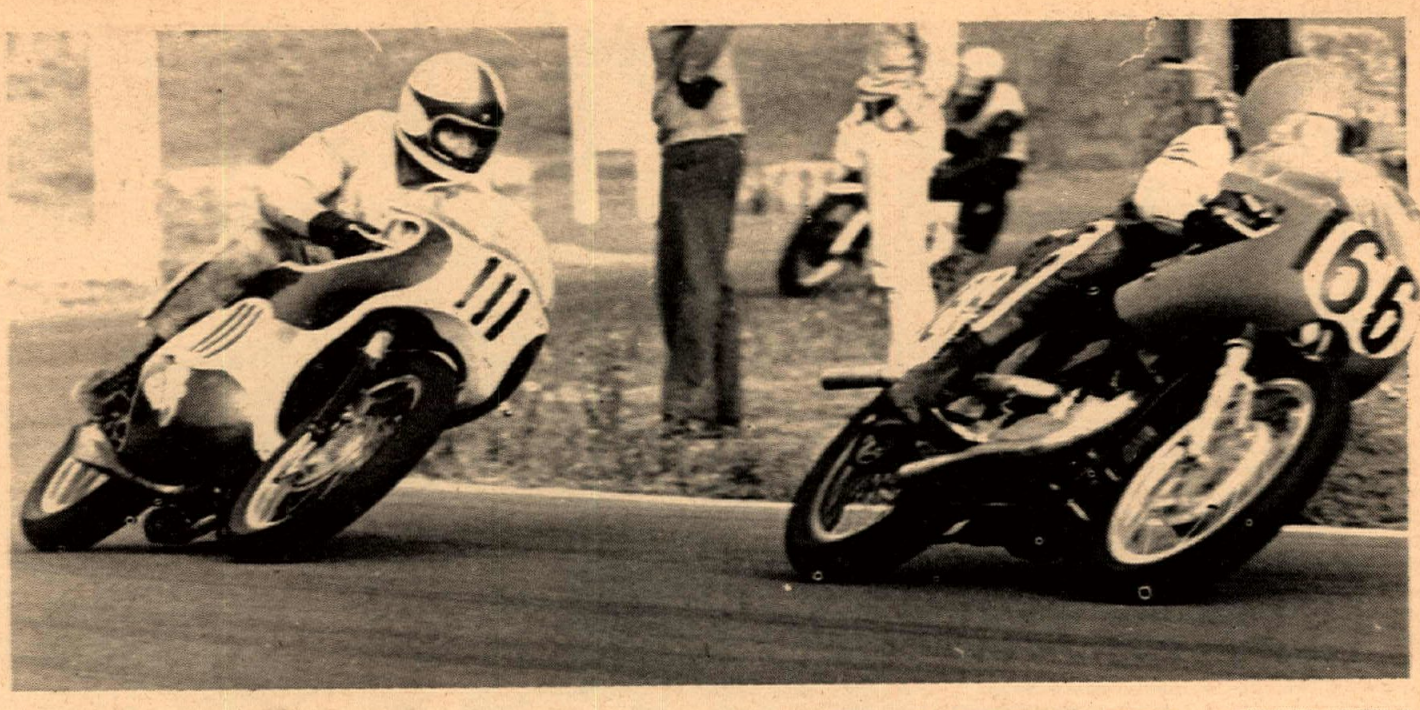
Heavily overcast weather greeted road racers at Orange County International Raceway's first AFM money meet. Sunday the 5th of November was a day to remember, with some of the finest shows of riding skill this reporter has had the privilege to observe in a long, long time.

Mondials were out in force in the 50cc classes and proceeded to cop the first four places in the Production event. Steve Monahan and Sid Chamblers battled it out for the lead with Steve getting the edge and snatching first-place brass.

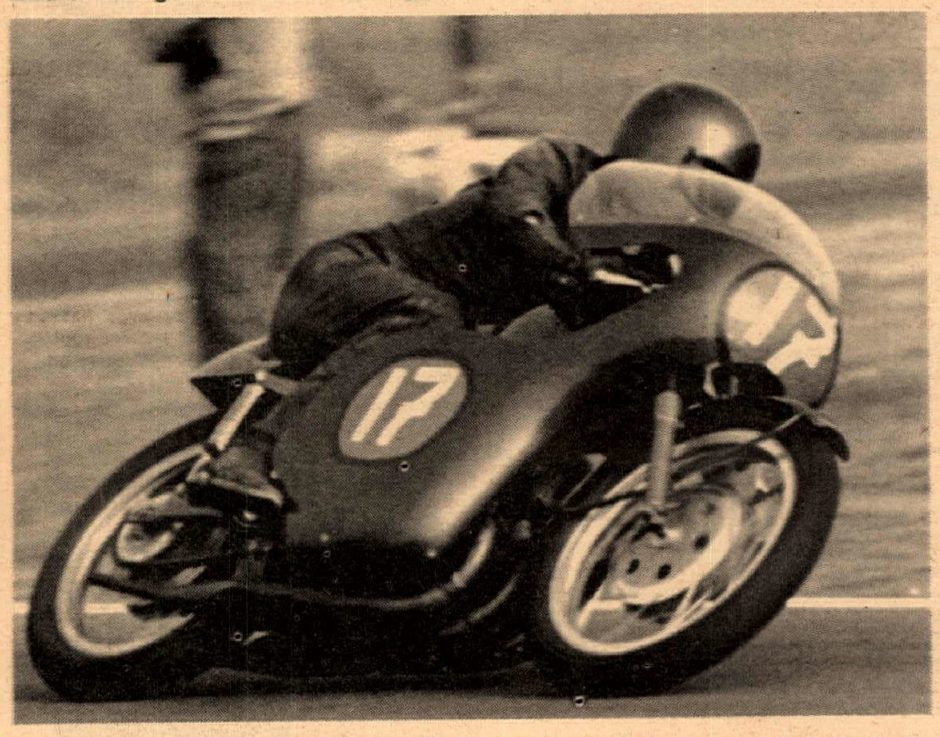
Tight Two-Fifty GP

Entrants in the 250cc GP class put on one hekuva show of ability, guts and plenty of luck. Ron Grant and his Suzuki teamed up to fend off second place Fumio Ito (Yamaha) for a beautiful first. The race consisted of five bikes in one tight group going ten full laps in all-out banzai fashion.

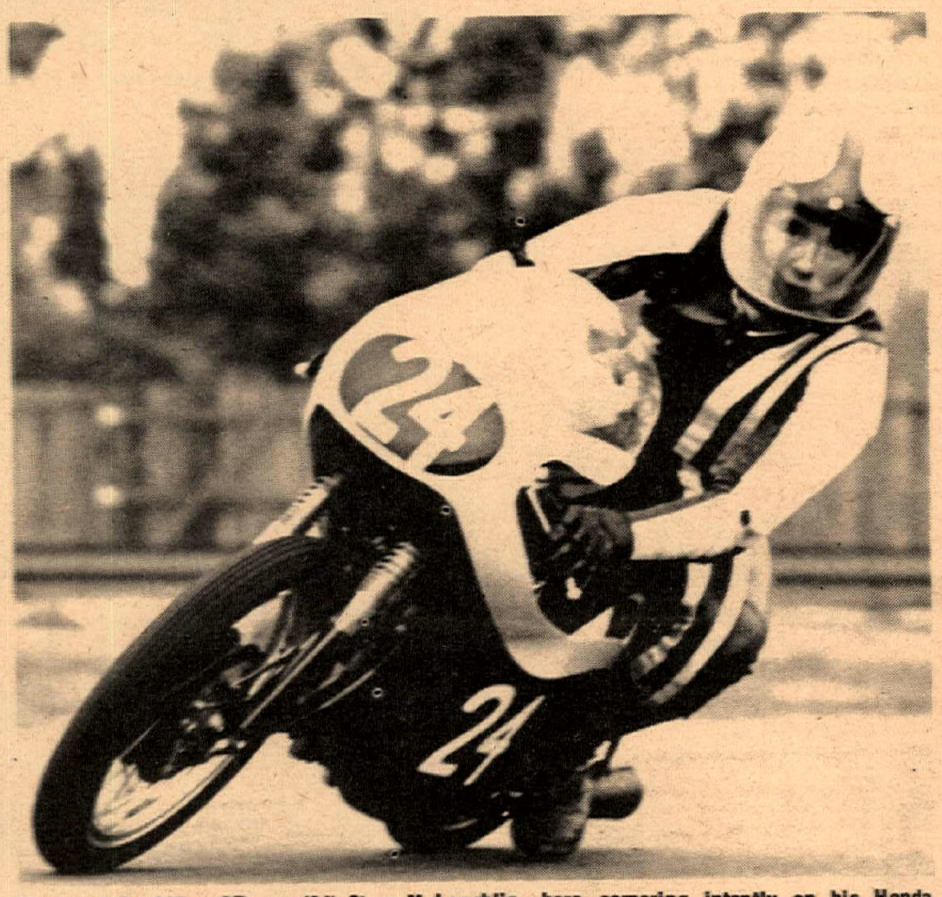
When the flag fell, Don Vesco was in third slot with Ron Pierce a closing fourth, both Yamaha-mounted. It was the kind of racing in this event that separates the men from the boys, and the men go to something a little safer, like a good 650cc. The guys have got to be animals...what hair!



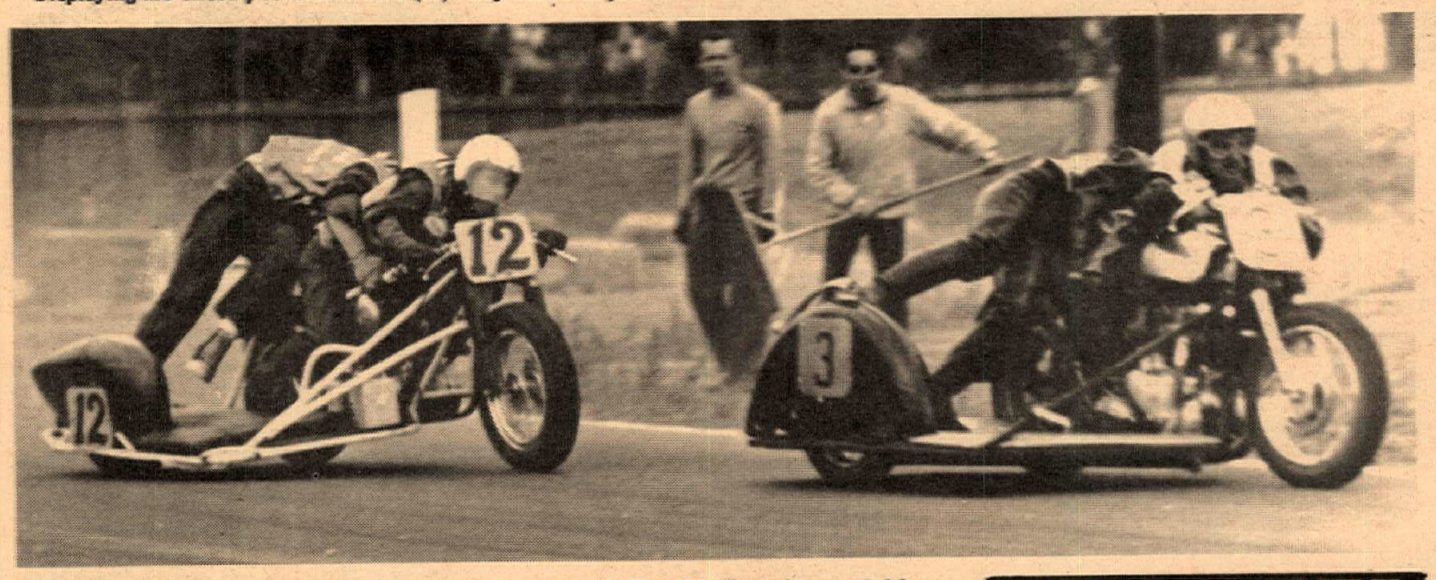
Walt Fulton (166) and Don Vesco (111) put on a fantastic duel for first place in the AFM Orange County AFM Open Class event.



Displaying his smooth, consistent form (17) Andy Lascoutx puts his Yamaha to the test.



Winner of the 125cc GP was (24) Steve McLaughlin, here cornering intently on his Honda.



Spectacular action was provided by the sidehacks as usual. The (12) Harley team of driver Doug Bingham and passenger Ed Wade wound up victorious over the (3) Triumph rig of Jerry Person and Gary Weber.

The Open GP event found Walt Fulton pulling a very strong first with a super-fast H-D. Ken Clark's immaculate Triumph Metisse copped second place gold. Ken's bike looks better after a race than most bikes do before the race has begun.

Down For The Money

Action in the money event was also something that had to be seen to be believed. Don Vesco (Yamaha) and Walt Fulton (Suzuki) put on a fantastic show of riding skill as they took the turns fairing to fairing.

Don was trying to psyche Walter, but Walt kept cool and played along with it. Young Fulton just doesn't scare easily.

In any event, Don went home with the winner's $150 and a bottle of champagne, while Walter copped $100 for his beautiful efforts. There was only a bike-and-a-half separating the first two at the finish.

While there was some good racing there were also some mishaps, such as one in which Ernie Ceasar broke his leg and Tom Steele dislocated his shoulder. Tom managed to pop his shoulder back in place by himself, then got ready for the next race. Oh, boy!

All in all, it was a good day of competition for most of the pavement pounders. If you want to see a terrific display of road racing, come out to the next AFM event. But fellas, start the show a little earlier next time, please.

(Results on page 20)

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BOAT CLUB TAKES UP BIKES

Story and Photo by Joanne Shinpaugh

The Fontana Boat and Ski Club, a group with interests in various sports, had their first motorcycle outing on October 29 at Pioneertown, four miles north of Yucca Valley, Calif. The weather was a little windy but the wun was out and shining.

The first event of the day was a 7-mile hare scrambles for small bikes – 100cc and under. Trophies were given to the first three places and won by two Hodaka riders and a Honda S-90 rider.

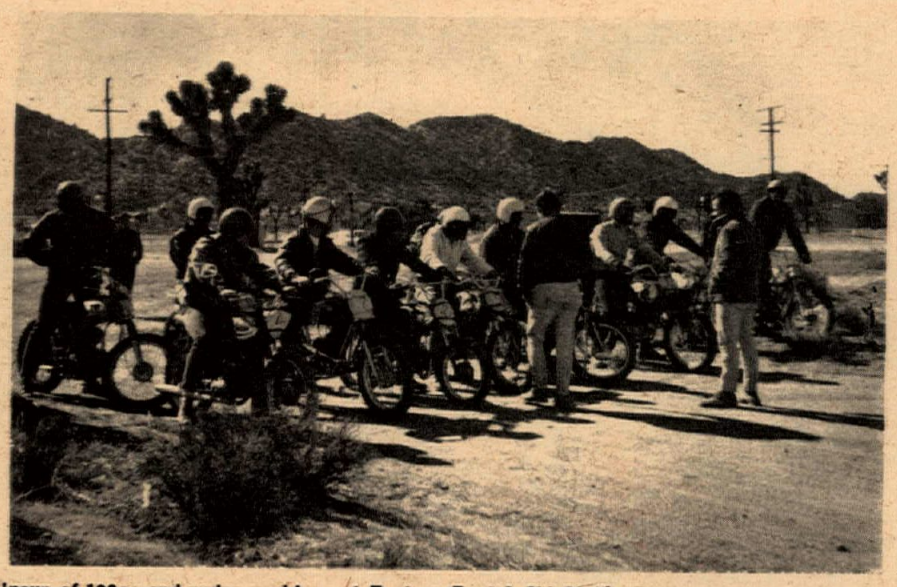
A 10-mile hare scrambles race for big bikes – 160cc to 500cc – was next, with trophies for first and second place. The awards went to a winning 250 Husqvarna and runnerup Montesa.

Following this was a race for Junior riders which was won by a 15-year-old boy riding a Hodaka.

After a lunch break, a relay race was run with three teams – 6 men on each team. Everyone seemed to enjoy themselves and there was a good turnout of contestants, including many non-members who took part in the events and expressed an interest in joing the club.

Additional awards were to subscriptions to Cycle News, "Freedom of the Road" booklets from the Pomona Triumph-Suzuki dealer and Sta-Lube decals.

So successful was the event that Fontana Boat & Ski Club members are planning to vote on a name change that will cover the new interest on motorcycling.



Lineup of 100cc and under machines at Fontana Boat & Ski Club's first motorcycle outing, held in Yucca Valley, Calif.

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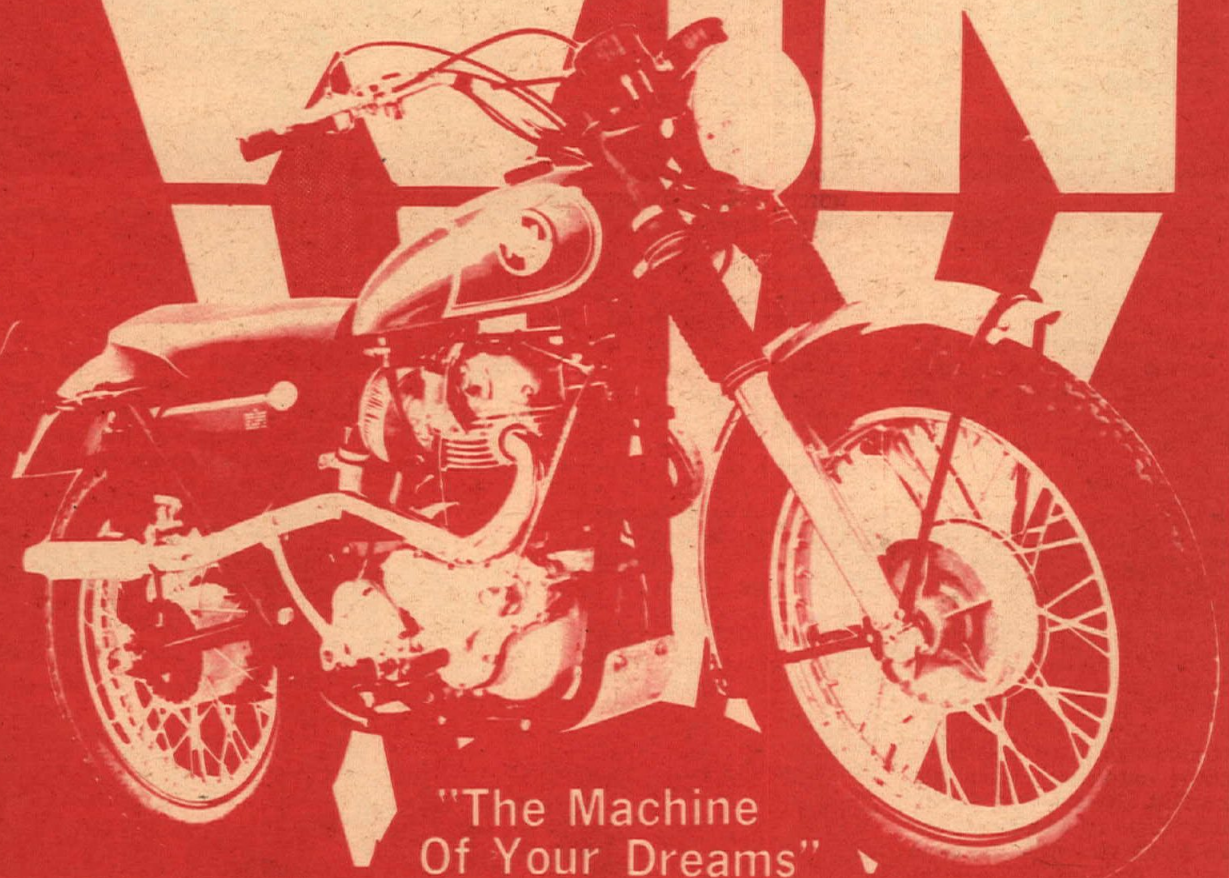

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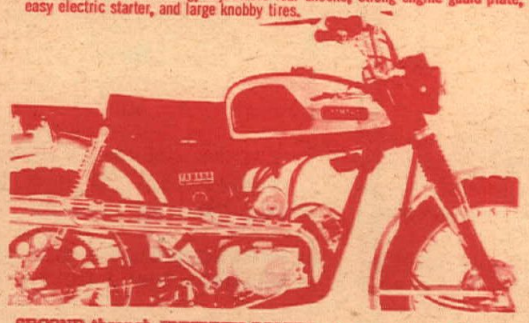

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RIDER'S EYE VIEW OF THE SEDAN, KANSAS F.I.M. MOTO-CROSS

Last week when Maureen Lee wrote that Sedan, Kansas was 100 miles from nowhere she made a mistake. It's 105 miles and if the world needed an enema they'd stick it in Sedan. After driving 28 hours from Palmdale, California (85 degrees) Ron Nelson and yours truly, Ray McCarty arrived late Saturday night in Sedan (23 degrees). The motel and hotel had been full up three days before thanks to the European, Canadian, Mexican and Eastern riders who seemingly could not have come as far as we did to this town next slated to be burned on Garrison's Gorillas.

After paying more than the town bank had in its vault for a room we managed a well-needed night sleep. 6 a.m. saw us at the local cafe hoping to get out to the course early as most everyone had already spent Saturday practicing. While we were eating, in walked Preston Petty and Walt Axthelm – just flew down for the fun they said.

Practice was to begin at 8:30 but we started at 7:45. No one stopped us, there were no flagmen, no ambulance and practically no spectators the full day.

The course, however, was worth the trip. It was a real moto-cross. Grassy starting area – slippery wet left hander at 30 yards – over a jump – then lots of bumps to the right. Over the second jump on a turn – through a water mud hole that got so bad even the Europeans seemed to use caution. Then a wet rut of a straight with three different in-line jumps, followed by a left slong the trees with deep gutter turns and first gear mudholes (again) then a "wall-of-death" bend with a dash of mud and back to the home straight after crossing the mud hole (again) twice in a "S" bend – now you were ready for the 4th gear bumps and a jump.

That was lap one – 3 heats of 19 laps each to go. If your Husky didn't lose two motor mount bolts and it had had a good rider on it you might have stayed on the same lap as the Europeans, instead of falling off two times to the heat.

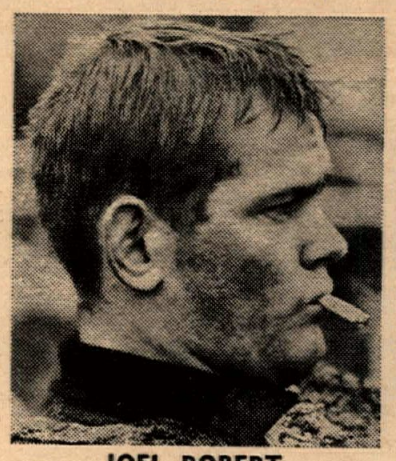


Photo courtesy Motor Cycle News

JOEL ROBERT

The 250 and 500 races were won by Joe Robert all the way. He was never once headed by anyone. He also cheats on the start but it didn't do any good to complain because I just got mud in my mouth. Dave Bickers was as friendly as always and he really did remember me and my Lito in Europe way back in 1963, asked about his money too! Nice man. (P.S. watch out Hoppy) Dave finished second in both classes though this Roger Decoster fellow followed him in for a close third. So much for the CZ's. Now it seems as there were only 5 Swedes on Huskys and their works bikes were not available due to a shipping strike. They had to ride out-of-the-crate 250's in both classes.

The 250 class had 33 entries. Everything from CZ to Suzuki on the line. Walt Axthelm was probably the highest placing American, estimated 9th unofficially. I imagine I was somewhere close behind him though it was almost dark when the last heat ended and we did not get the full results.

The 500 class saw 8 Europeans versus 5 Americans in which Ron Nelson (360 Montesa) came out 5th overall (unofficial) ahead of world Champ Torsten Hallman and 3 other Swedes, due primarily to outlasting them mechanically and energetically.

All in all we had fun and thank very much Wes Cooley's A.C.A. for paying our way 100% to represent them in Kansas. By the time you read this we'll be back in California and you will also have witnessed the European invasion.

By Ray McCarty

FICTION : THE MOTORCYCLE THIEF

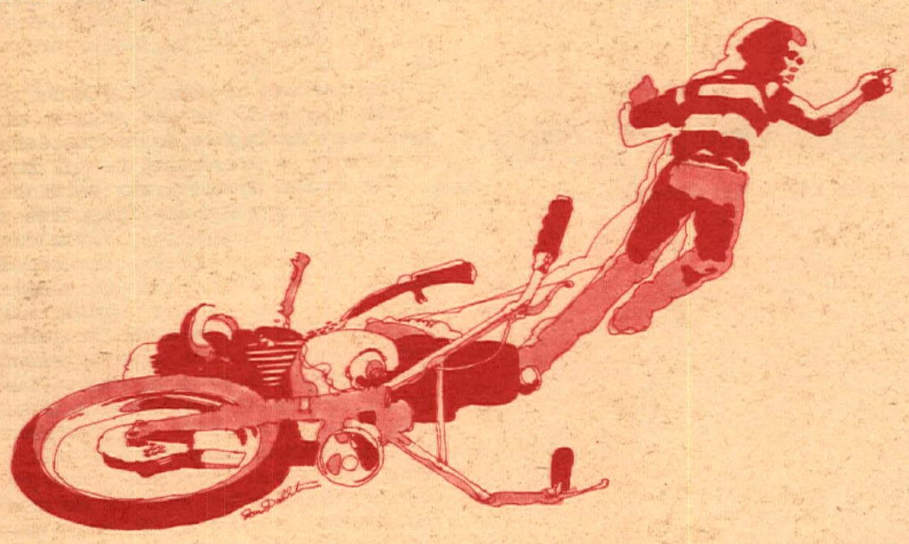
Willy's Motorcycle Had a Mind of It's Own — But the Guys who Stole it Didn't Know That

Part II

by Charles Clayton Illustrations by Jon Dahlstrom

TERRY FELT a touch of envy, remembering his bachelor nights. Now he was a married man with responsibilities and a Volkswagen. And a Gold Star in the basement that he intended to road race someday, but somehow could never get around to it. Not that he envied Will's position touring around the country. He had his work in the association, and he saw all the races. Still...

"Oooooh!" Becky squealed, calling his mind back to her and the music. A shining trumpet (Becky's favorite instrument) had cut in, romping over the ideas blown by the saxophone. The trumpet took the notes farther, faster, around a tough-



er course, then blew the main theme simply, precisely, in five short blasts that finished everything the sax had tried to say, and took off on a new track — fantastic flurries of notes that grew out of the tune like leaves filling the branches of a bare tree. That was the end of the set. Willy returned just as the musicians were leaving the bandstand.

"That guy sure plays a mean trumpet!" Terry exclaimed, reaching for his beer. "Hey, what's the matter?" he said, observing Will's dejected face. "You look like you lost your best friend."

"Well, now that you mention it, I just did."

"Girl friend put you down?" Becky grinned.

"Not only that, my bike went AWOL."

Terry was incredulous. "No kidding? Stolen?"

"Yup."

"Is it insured?" Becky asked.

"As the late Gary Cooper would say, nope."

Terry jumped to his feet. "Well come on! Maybe we can catch the bastard!"

"Be cool. I already reported it. There's nothing we can do right now. It will come back when it wants to. But I sure wonder what kind of nut dug it enough to steal it."

"Wasn't it locked?"

"You can't lock a motorcycle. If anyone wants it badly enough they'll take it. Besides, I couldn't keep it that way any more than a man can keep his wife by locking her up. It's difficult to explain... but it's like that motorcycle is on its own. As long as I treat it right it stays with me. But if I treat it badly, no amount of locks and chains will make it mine."

"You sound like you're talking about a woman instead of a motorcycle." Becky said.

"Well, it's something like that, I guess. I think Terry understands, don't you?"

"I think so," Terry said thoughtfully.

"Well *I* think somebody just needed a part or something and it'll probably turn up with some pieces missing," said Becky with her woman's logic.

"If they did," laughed Willy, "They're going to be disappointed. There isn't a part on that bike that's not broken, worn out or bent."

"Sounds like you've been treating it pretty good," said Becky ironically.

"I've been *using* it," Willy replied, leaving her to make the analogy. "It'll come back, I'm pretty sure. Whoever took it, unless he's a very good rider, will probably end up with a broken arm. Now let's forget it. Would you like another beer?"

ARNIE'S heart was still thumping wildly when he arrived with the motorcycle at Pete's garage. This was really a good score, he could tell. It ran so smoothly and handled like it was driving itself — as if he wasn't even on it. He'd made a clean getaway. At the garage door the engine stalled and he got off and fumbled with his toe for the sidestand, but the machine was leaning heavily on his skinny arms and fell over with a great clatter. Arnie quickly opened the garage and with a fearful burst of adrenalin dragged the cycle inside.

He was scared and guilty but triumphant as he slipped out the door and scuttled down the ashcan streets, unable to breathe normally until he was locked safely in his room.

Later the same morning Arnie returned to Pete's and shook his sleeping friend. "Come on man, wake up."

"Huh? Whuzzit?" Pete mumbled stickily, opening one eye. "Oh, it's you. Go away man. I got a hangover."

"Come on, wake up. I copped a bike last night and we got to switch it around before somebody spots it."

Pete opened another bloodshot eye and focussed on Arnie with interest. "Yeh? Didja get a good one?"

"A wild one. It's the most beautiful bike I ever seen."

"Wait a minute." Pete threw his legs over the bedside and sat moaning, holding his head in his tattooed hands. After a minute he pulled on a pair of greasy jeans and scuffed motorcycle boots. Arnie led the way to the garage feeling like the Christmas he expected to find a bicycle under the tree — only this time he wasn't going to be disappointed.

Pete helped Arnie lift the prostrate machine onto its wheels and found the stand. They stepped back in the dusty light to admire it, but once again Arnie was disappointed.

"You mean you went to all the trouble of stealing *that?*" Pete scoffed. "Man, you must of been blinder last night than I was. Ha!" He kicked the rusty exhaust pipe and poked a greasy finger into the seat. "What kinda cover is on this seat? Why it's nothin but a ole' black innertube!...Tank's dented..." He peered underneath. "Been welded up. Front tire's bald and back one ain't much better. Chain's been adjusted as far as she'll go. Man, you was robbed!"

"Just start it up." Arnie said defensively. "It don't look like much now, but we're gonna change it around anyhow. Just start it up. It runs as good as anything."

Pete tickled the float and stomped on the starter. The cycle rolled forward, catching him off balance, and fell to the floor, almost taking Pete with it. "Stupid nut! Why dintcha tell me it was in gear?" They picked it up and Pete tried it again, kicking and kicking without result until he grew tired and disgusted. "It won't even run."

"You're doing something wrong. It started for me on the first kick."

"Well you try it then," Pete panted.

Gingerly Arnie straddled the bike, pressed the tickler and gave a mighty jump on the starter. A loud backfire and Arnie and the motorcycle both clattered to the floor. "My leg! Get it off my leg!"

Pete raised the cumbersome machine and Arnie limped around the garage rubbing his knee and cursing.

"What you better do with this piece of junk is dump it in the canal." Pete counselled. "There ain't a part on it's worth a damn."

But Arnie remembered the rakish silhouette under the lights of the jazz club and the surging promise of power he felt during last night's ride. "She's just hard to start when she's cold. I don't care what she looks like, I'm gonna keep her. I'll make her behave."

It's your funeral," shrugged Pete, taking up the hand drill and grinding off the engine numbers. "Pass me the set of punches ... and you better get rid of that license plate fast."

WILLY woke at noon from a nightmare in which his bike and he were orbiting in outer space and he stepped off it to feel the weightlessness and it slowly drifted away from him and there was no way to reach it and it grew smaller and smaller until it was lost among the stars. He phoned the police station but they had no news. They said they would call him as soon as anything turned up.

He shaved and dressed rapidly. Terry would be coming to take him to the races in a few minutes. He raised the shade and looked at the day. Beautiful riding weather. Sighing, he pulled on his leather shirt with the waffle padding at shoulder and elbows, feeling incongrous as a cowboy without a horse, and went downstairs to wait for Terry.

"I'll ask everybody in the Association to be on the lookout for your bike." Terry said as they crept along in the heavy traffic. "Don't worry, 90% of stolen bikes show up eventually."

Willy, staring absently at the canal beside the road, didn't answer. Suddenly Terry regretted the VW, the creepy traffic, the idle bike in the basement. He felt like an addict who could only lay off the stuff if he had the security of knowing there was a fix around. The Gold Star was his fix. As long as it was stashed, inoperable, in the basement he could leave it alone. But he realized that he would feel distressed if he knew it wasn't there.

"WELL, that should about do it." Pete said, stepping back to inspect his handiwork. 58G120567, now alias M1705966, stood disguised in a sloppy coat of primer paint, a different seat, lights and license bracket from another machine, new high handlebars, and a legal muffler.

"What about a license plate?" Arnie inquired.

"Use your old one."

"You think that's a good idea?"

"Sure. The cops won't know the difference. And the way I changed this baby around, its own mama wouldn't recognize it."

Eagerly Arnie bolted the license plate from the motorcycle he had unwisely chosen to buy on to the one he had unwisely stolen. "I'm gonna take her for a ride," he decided.

"You'd better lay low for a couple of weeks." Pete advised.

"Naw, man. This bike is from out of state. The guy's probably gone back where he came from already."

Pete shrugged, "It's still your funeral."

As a last touch, Arnie wrapped a thick chain around a fork stanchion, securing it with a heavy padlock. "Don't wanna take any chances on losing her," he explained, then grimly set about trying to start the reluctant engine.

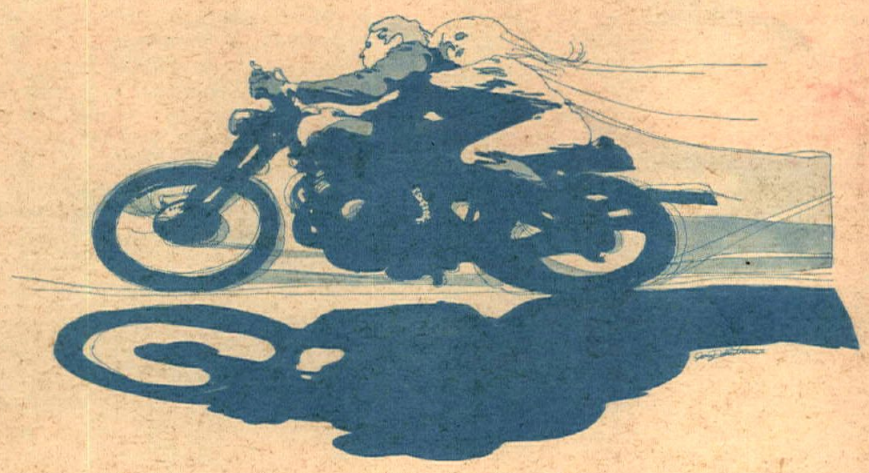
THE cycle felt ridiculous in its amateurish disguise. If it had been human it would perhaps have reflected that it had been unwise to go along with the thief. Since it had been out of Willy's tender care it had been kicked, cursed, dropped and abused. The slow ride to the strange garage (Arnie being careful not to attract attention) had carboned its plugs. How could anyone expect it to start? The unfamiliar saddle fastened with plumber's tape chafed its frame. And that muffler has to *go*. It was a racing bike, after all. Couldn't any fool see that? A racer has to be treated like a lady. And when that big chain was locked around its neck (which had already been humiliated with apehangers), the cycle may have felt in some dim, mechanical way that it was being held in bondage— no free-spirited racer could tolerate that. *Now here is that strange rump on my back again. Okay mothah, you want a ride? You'll get a ride!*

ARNIE almost wore out his strength trying to kick the engine to life, encouraged by occasional putts while Pete leaned back, chuckling. Finally, after much panting and swearing the engine caught with a roar. It growled a little going into gear, and the clutch jerked on release, almost snatching the grips from Arnie's hands. It didn't feel like the same machine as he opened the throttle and the tires ate up the road. Arnie could barely control it. He decided to head downtown, where the girls were.

In the first block the muffler fell off. "Damn that Pete," cursed Arnie, wiring it back to the frame. "He must not of tightened it proper."

Then the taillight parted company with the fender, leaving the license bracket askew. "Well, I didn't wanna ride it tonight anyway," Arnie rationalized. Besides, he had other things to worry about: the seat was coming loose and the throttle wouldn't close.

Eventually he got the feel of the controls and his confidence returned. Pausing at an intersection, a pretty girl walked by, oblivious of him. Arnie whistled. She continued walking, ignoring him, her nose in the air. "I'll make her sit up and take notice," Arnie thought to himself. And for once he was right.



Arnie popped the clutch the instant the light turned green and the bike leaped up, front wheel pawing the air. Jerked back unwillingly, he opened the throttle farther. The cycle traveled a half-block on its rear wheel and crashed down, muffler clattering off with a roar and Arnie dangling from the bars, desperately trying to regain control of the stampeding cycle before it reached the next intersection. There, he saw with a sick feeling of horror, a car was stalled in confusion, the lady at the wheel watching helplessly as the rocketing motorcycle streaked toward her.

(CONCLUDED NEXT WEEK)

QUARTER MILING AT ROSEVILLE

Story and Photos by Dale McKinnon

Here it is another last race. It seems that all the races I write about anymore are the last ones of the season. The Fort Sutter M.C. sponsored this one on Oct. 29 at Roseville, Calif.

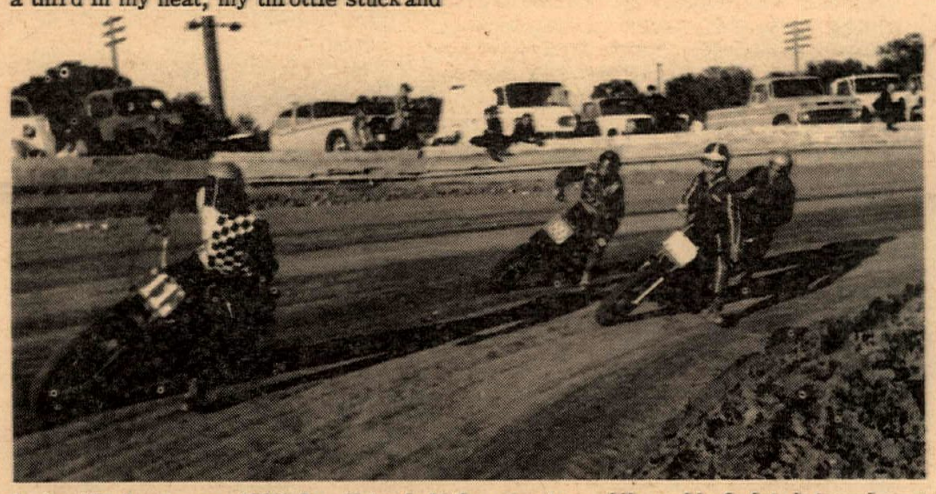
Thrills and spills a minute occurred in the 250 Amateur Main. Joe Henry tried to jump the gun and got put on the back line. It didn't stop him from having the lead coming out of the first turn, however. Several riders went down in the first lap, then it was Joe's turn to fall. Ray Vatne took over the lead but lost out to Tony Williams. Then along came Eric Jorgensen and relieved Ray of second spot after playing tag with him for awhile. He was moving up on Tony when he fell and was clipped by Vatne. David Klein, riding a good steady race and staying out of trouble, moved into third. Out of ten riders only about four finished; the rest eliminated themselves by going down.

Start of the 100cc Novice Main at Roseville finds (74j) Ron Blackman leaping into an early lead on his Hodaka. Pole rider (85h) is Bridgestone-mounted Stefan Bendix. Blackman led until he fell, still finished fourth.

Tight Two-Fifty

The 250 Expert Event got off to a roaring start with everyone into the first turn at the same time. Miles Anderson, after temporarily getting lost in the shuffle, came bouncing back to take the lead early and keep it to the end. But not until repelling some fierce competition from Eldon Hinkle and Jim Monegan. It turned out they couldn't wrestle the lead away from him, even though they both got up to challenge several times. They changed second and third place often and rode side by side themselves. It was one of the hardest-fought races of the day. Miles got a well deserved win and he really worked for it.

Your reporter got rather tired of just watching so borrowed a 250 Bultaco to try and get the riders' viewpoint of the race, and about all I saw was the fence. I was forced into it the first time but the second time after taking the checker for a third in my heat, my throttle stuck and I slid into the fence again at a little over half bore. Decided to call it quits for the day after that.



In the 250 Amateur go, (11k) Ray Vatne held the advantage while on his Sprint, but coming up on him is (70a) Tony Williams, the Bultaco-mounted winner.

In the 250 Novice Main Steve Ferroni grabbed a quick lead. Jack Driggs had designs on it but couldn't make the grade. So Steve Wilson came up to show how it should be done but after fighting with Jack all he got for his effort was second.

Only two girls showed up so they rode an exhibitin race and after being beaten the first two times by Sue Childress, Debbie Jackling finally got her revenge. Debbie let Sue lead several laps, then took over to win by several bike lengths. They each seem to know their stuff when it comes to racing. Of course, it helps that both have brothers who are top riders in their Class.

In the 100 Novice Main Patrick Rooney took a quick lead, only to lose it to Ron Long. Ron made it an easy second win in a row. Since he switched to Childress' Bridgestone he is winning them all. In the Amateur/Expert Main it was little Joe Allen from Oroville all the way. Once he gets in the lead no one seems able to get by him.

Petite miss Sue Childress took second place in the girl's event. This was her third race and she won the first two.

Novices Wail

Another good race was in the 200 Novice Main. Jim Wyman took off like gangbusters only to have Steve Jones come charging from the back to relieve him of the lead. Gary Brewen moved up and made a successful bid for first, only to fall and lose it. Dan Toby and Steve Norberg, Yamaha-mounted out of Artisin Motors of Roseville, took up the battle for the lead where the others left off. Dan came off the better of it as he made second and Steve had to settle for fourth.

Mike Rockwell of Oroville made a come from behind bid for 200 Amateur Main honors and took the win after a hard-fought battle between Tom Booth and Ray Beck.

(Results on pages 20 & 21)

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TROJAN TROPHY TAKERS

The Thursday night ACA racing season at Trojan Speedway in South Gate, California, has come to a successful conclusion, and the winning riders are shown lined up with their various trophies. From left, #23 Larry Taylor (Bultaco), #75 Gary Bailey (Hodaka & Greeves), High Point Man #6 Lee Stumpenhaus (Bultaco), #153 Herndon George (Yamaha), #32 John Selson (Honda), #431 Larry Verdoom (CZ), #2 Roger Osborn (Bultaco), #74 Gene Brunson (M-B), #45 Ray Shultz (Honda), #4 Keith Mashburn (Bultaco) and #792 Tom Lafortune (Ducati).

MOTHER MUD:

PACIFIC NORTHWEST ENDURO SEASON OPENS

Story and Photos by Rick Wilkinson

As the calendar rolls around to the fall of the year, in the Pacific Northwest, the dust begins to settle at an alarming rate. Streams begin to flow over their banks, and mother earth turns to varied consistencies of mud. To many citizens of the Pacific Northwest this is a rather distasteful time of year, but to the majority of motorcyclists it is welcomed with pronounced joy, for soon the enduros will begin.

The season opener has been marked for the last thirty-five years, by the Washington State Championship Cowbell Enduro; sponsored by the Mount Baker Motorcycle Club, of Bellingham, Washington. Since its beginning, in 1931, rider participation has grown from seven anxious competitors on the starting grid, to this year's total of 285. Originally patterned after the Jack Pine, the Cowbell offers a challenge and scenery incomprehensible unless personally witnessed. Scheduled for the first or second week in November, the run ranges in terrain from soggy lowlands to the foothills surrounding Mount Baker. It encompassing a distance of about one hundred and fifty miles.

The riders departed from the starting grid in teams of three, each minute. Overall time was slightly under six hours, giving the total run an average speed of about twenty-seven miles an hour. The riders were timed from check to check at seven points to break ties. Of the 285 riders at the starting grid, only 72 found the strength to finish the run. Verden Place, of Bellingham, Washington, emerged the ictor, on a beautifully prepared Harley-Davidson Sprint, with only thirty-seven points lost. Larry Simonson and Allen Drafs, both Bultaco-mounted, followed Place in second and third spots with a total of forty-seven points lost.

For those enthusiasts who failed to place, or have the opportunity to compete, a half dozen or more enduros remain in Washington alone. For those who like to travel, several excellent enduros are offered by Pacific Northwest Motorcycle Association clubs in British Columbia, Canada. Write Greater Vancouver Motorcycle Club, 1630 Boundary, North Burnaby, British Columbia for a calendar of events and information.

(Results on pages 20-21)

Experienced big bike riders often take a passenger along.

MOM BEATS SON AT PONDEROSA

By Wes Anderson Sr.

The November 5th Ponderosa desert chase started with 93 open class riders roaring off to the smoke bomb. Ron Fry (Husky) of the San Gabriel Valley Club, was leading at the bomb and pulled away from the pack for two loop to take the win. Four minutes later second place Warren Siegfried of the Checkers Club pulled in on his Triumph) was third, 17-year-old Al Baker on his Triumph-Metisse was fourth, followed by fifth place Dean Crawford (Triumph). These riders are also Checker Club members. Petite Sue Greenlee from Stockton, Calif. rode her big Triumph and was 1st open class girl. She left many of the men riders embarrassed.

100cc Trail Bike Class

The 95 trail bikes buzzed off right after the open class. Wes Anderson Jr. (Hodaka) of the San Gabriel Valley Club led at the bomb with Steve Holliday (Hodaka) of the Rams running a close second. Anderson was passed by Holliday then dropped out. Tom Fee (Hodaka) of the Buzzards Club passed, then was repassed by Holliday who went on to win. Fee was a close second. The first two trail bikes came in 24 & 26 overall. Wayne Garrett (Hodaka) was third and Gene Souza 51-year-old cigar smoking Hodaka rider was fourth, followed by Monte Lee Hodaka in fifth spot. Sixy-year-old Howard "Grandpa" Lee, Monte Lee's dad, placed 32nd trail bike and gave a lot of the youngsters a riding lesson.

Mary Brooks was 17th trail bike and 1st girl in. Mary beat her teenage son again.

(Results on page 20 & 21)

HOPETOWN

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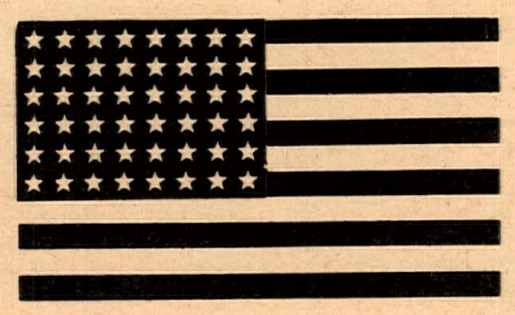
DUSTY COPPAGE - 250cc Montesa
HOPPY HOPKINS - 250cc Montesa
GENE CORNNERT - 250cc Montesa



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TRACK TEST 100cc MOTO BETA

By Dick Wright

Participation in the 100cc class has more than tripled in the last two years. As an example, in desert events in Southern California, the trail bike class has gone from thirty or forty riders to the present entries of 120 to 160 per event. There are two main reasons for this increase: one, the machines' low cost, and most important, the much-improved engineering and power output of the hundreds.

It is now possible to have a machine that will really turn up the rpm's, getting up to a speed of 55 miles per hour real quick, for between $400. and $500.00.

Three years ago Leo Krenzler, president of American Marine Industries, decided to bring a 100cc machine into the U.S.A. to compete in this hot market. He went to several manufacturers in Italy, and finally worked out a program with the Beta Corporation of Florence, Italy, who were at that time manufacturing only 50cc street machines set up to last 20,000 miles and get 100 miles per gallon, as gas over there is $2.75 a gallon. The new Moto Beta, as it was going to be called, would be manufactured for export only.

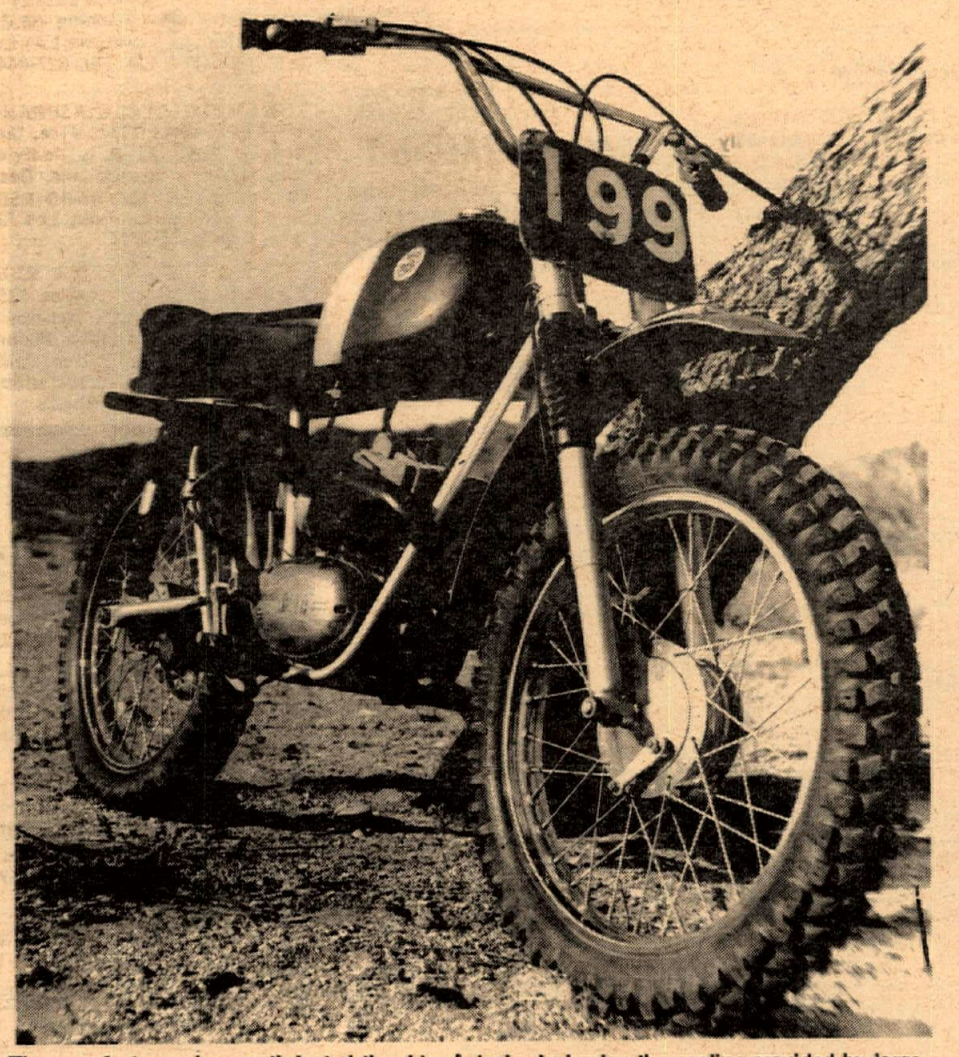
The first machine introduced was the 80cc XTR80, which was rejected by the dealers in the U.S., so the XTR100 was brought over and this still had a way to go, as it had a weak front end, narrow tires, small brake hub, etc.

Then Dennis Albright, the district sales manager for Moto Beta, decided to build a machine here in Southern California according to the dealers' specifications. He took the XTR100, and added: (1) Ceriani suspension, (2) a lighter frame, (3) better swinging arm, (4) a bigger and redesigned seat, (5) changed the port timing, (6) added new expansion chamber, and (7) added eighteen-inch wheels and competition tires. He also took off the lights and added bigger fins on the head and cylinder for better cooling.

To prove the bike, they had Jim Peterson ride the local TT's in the latter part of 1966. He won 17 of 21 races entered, plus two Sweepstakes. The machine was then taken to Bonneville where it set a new 100cc record of 72 miles per hour; they just changed the tires, gearing, jetting, and let her go.

Dealers up and down the west coast really liked the bike, but they needed a good price, and back to Italy went American Marine Industries. The Italians said they were nuts: It would use too much gas, and the engine was too hot. After a while they finally got it through their heads that the American market was completely different, and the machine was put into production, to be called the XC-100.

We recently took a couple of stock machines out to put them through their paces on the open desert trails, hills, and jumps on one hot Saturday afternoon, and incidentally, had a ball testing them.



The manufacturers have anticipated the riders' desire in having the cooling provided by large-finned head and cylinder, because of the 15/1 compression and the additional power output of the engine.

My impressions of the bike were that (1) the front forks are great, but in the desert they should have another inch-and-a-half rake, (2) the engine was a pleasant surprise, as it had plenty of power for the class, and the big head and cylinder kept it running cool, (3) the three-gallon gas tank is an asset on a long run, (4) the rear shocks are the best I have ever seen on a bike of this price range, and (5) the brakes held up very well.

After this brief introduction to the bike, I decided to enter the Moto Beta in a Hare Scrambles, so we made a couple of quick changes, such as putting on a quick-turn throttle and changing the bars (both of these, of course, are just my preference). We also changed the expansion chamber to give us higher rpm's. The bike pulled very well off the starting line and I stayed right with the first ten riders, feeling as though I had as much power as any of them. Later on I dropped the chain, and after checking it over I found that it was rather small, and felt sorry that we hadn't replaced it with a larger one.

The Moto Beta was expressly designed for competition, and therefore it is not necessary to take off lights and mess with wiring, or even pay for them. This means that if you want a bike to ride in the dirt, your money will go for only that purpose. I think it's great for the buying public that different manufacturers are competing for the buyer's dollars. This competition improves the equipment available to us, and the Moto Beta XC-100 should be a strong competitor in the races as well as in the showroom.

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THE FINISH LINE

By Roxy Rockwood

Put finish on another season of dirt track racing not only at Ascot but wherever you are. 1967 was a good one. Now racing goes indoors and under many ceilings until next February and March.

Indoor racing starts to go at San Jose, Fresno and Long Beach in the immediate area with San Jose running on Friday nights, Long Beach on Saturday nights and Fresno taking the Sunday night slots.

The past season the National trail was a big one but '68 will find even more and a record for a single season. Right now there are twenty-two on tap for next year.

The 1968 national season will start with the indoor races in the Houston, Texas Astrodome on February 10th and finish at Ascot with the eight-miler on October 12th. The Ascot riders should be out in force for the big ones next year as there are no less than TEN Nationals on half-mile tracks.

Ascot had the best safety record ever for an entire season and also provided some of the best racing ever in the last ten years.

Dan Haaby, Skip Van Leeuwen, Mert Lawwill and Cal Rayborn all came up as winners of national events. Dan and Skip scored their first big ones this year with Mert and Cal taking their second National victories.

Promising New Riders

What was perhaps one of the biggest additions are the many promising new faces that came on strong in all three classes. The Novice TT and half-milers have many riders that will go on to greater things in not too many years.

California was blessed with championship caliber half-milers, road racers and TT artists. This is directed to the riders who were Amateurs this past year that include; Jimmy Odom, Art Baumann, Walt Fulton, Larry Wilburn, Phil Todd, Ron Pierce, Lloyd Houchins and many more who will be moving up to the expert ranks come the first of the year.

One of the reasons California, which has long been known for its abundance of racing talent, will have a record crowd of new riders for the next few seasons is that the area enjoyed a record amount of races of all types.

No End To It

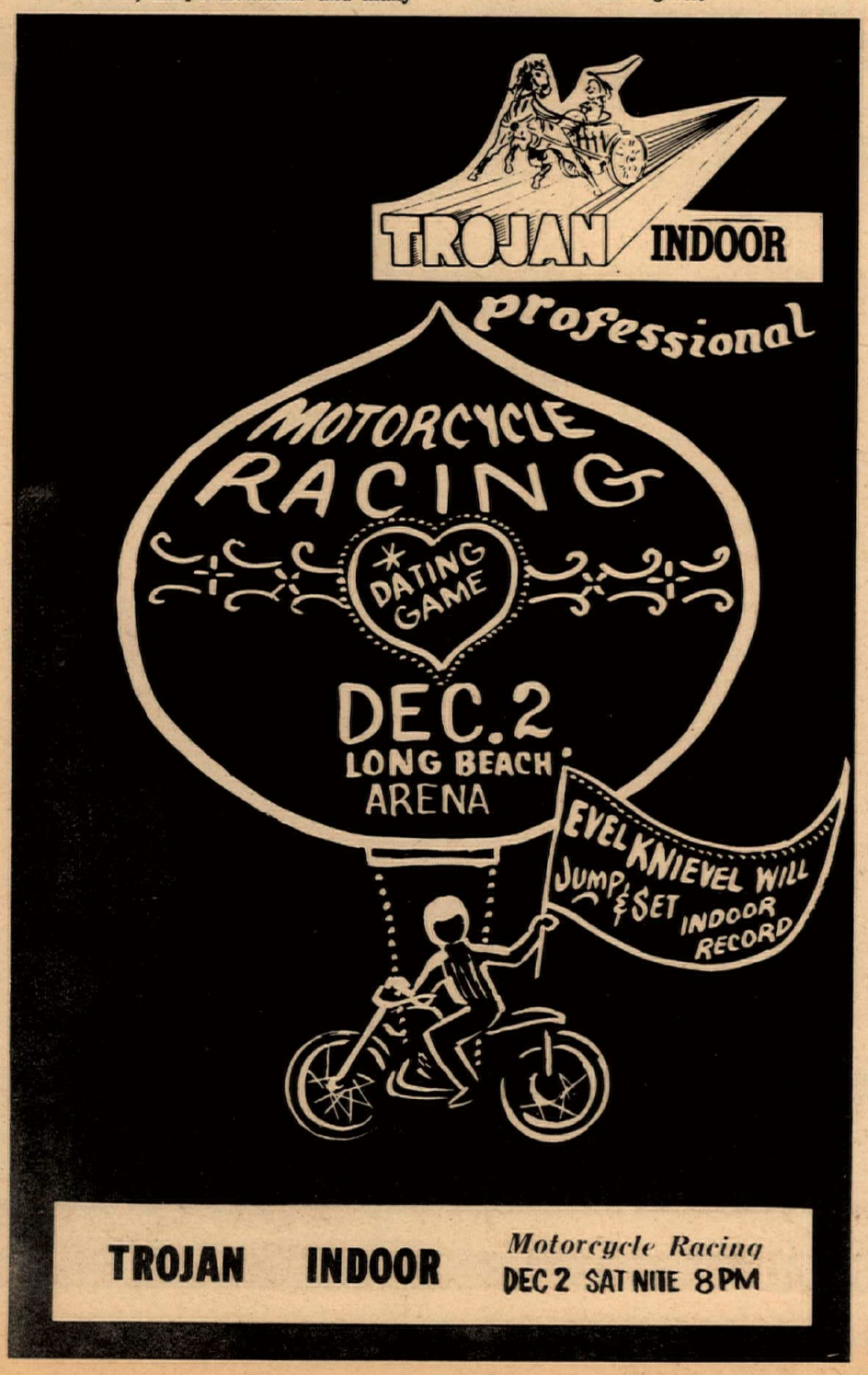
Most of the newer riders and the majority of the veterans are now competing in all types of events and few are specialists. Racing in California has now become a year-round sport on a purse-paying basis. There will be even more events next season. Actually, one season no longer ends and a new one starts, it is one continuing go-around.

Crowds were up at just about every event except Ascot which is the only track that runs weekly. The turnout was down there for many reasons. If you miss one at Ascot you can always catch it the next Friday.

About 95% of the famous and well-known names in racing call California home. The percentage may be even greater next season with many more National and non-national races on tap.

CORRECTION! CORRECTION!

As should have been evident to everybody who saw the pictures last week, Steve Ellsworth, the winner of the final Ascot Novice TT, was riding a Bultaco, not a Montesa. The results had Steve's brand listed right. Blame it on our bleary 2 a.m. caption writer who has been sentenced to write 250 times: "Montesa exhaust is on the left, Bultaco exhaust is on the right..."



COOLEY NEW MICUS PRESIDENT

Left, Wes Cooley, John McLaughlin and friend.

At the recent FIM (Federation Internationale Motorcycliste) Congress held in Austria, President Nicolas Rodil Valle of Europe's ruling organization announced that Wes Cooley, head of Southern California's ACA, has been voted the new president of MICUS, the FIM's officially recognized body in the U.S.

Secretary/Treasurer of MICUS, which until now was headquarted in Florida, will be ex-road racer and former AFM kingpin John McLaughlin.

L.B.P.D. PARTY NOV. 25th

Funnyman Morey Amsterdam will emcee the Long Beach Police Benefit. He's a regular on TV's Dick Van Dyke Show.

The Long Beach, Calif. Police Department, whose officers pioneered motorcycle rider training, announces that the annual Long Beach Police Show and Dance will be held this year at the Long Beach Auditorium, Saturday evening, November 25th, with a two hour professional variety show starting at 8:30 p.m. Dancing will immediately follow the big show, featuring Comedian Morey Amsterdam and the Mexicali Brass.

The annual Police Benefit this year is being dedicated in the memory of Officers Donald V. Knott and William L. Isham, who were recently killed in the line of duty.

Proceeds from the show and dance go to support the Police Association's Emergency Relief for Widows and Orphans Fund, as well as numerous youth activities the Police Association sponsors.

Tickets are priced at $5.00 each and will admit an entire family. Tickets may be obtained by writing the Long Beach Police Officers Association, Box 20100, Long Beach, California.

TAYLOR COMING HOME FROM HOSPITAL

Friends of desert rider Willy Taylor, who recently sustained a fractured neck in a race at Hi Vista, will be glad to know that he will be home from the hospital in a few days.

Unfortunately, Taylor is still paralyzed as a result of the accident, and cards and letters would certainly be welcome. Drop him a line or send a cheer-up card to his home address: Willy Taylor, 15565 Gado St., La Puente, Calif. And we, too, wish him a rapid and complete recovery.

OFFICIAL CYCLE WEEK

Celebrating official Cycle Week in the State of California, "Cycle '68" opens on November 23rd in San Francisco's Civic Center. Highlights of this four-day show will include jumps by Evel Knievel outside Brooks Hall, where the show is being held, and road racing by the A.F.M. Several riders from Southern California are expected to participate in the "Civic Center Grand Prix", according to No. Calif. AFM president, Ron Grant.

Exhibit attractions will include the latest version of the "Sky-Cycle," the machine that Knievel plans to take with him over the Grand Canyon next Labor Day, the world's fastest Honda, a meticulously restored 1915 Harley Davidson V-twin with sidecar, and a display of the clothing worn in that era. The Ariel Owners Club will have many versions of the square four, and the AFM will feature production racers, Grand Prix, and sidecar displays. The new Honda automobile will also be shown.

Anyone who wishes to enter a cycle for trophy competition should contact "Cycle '68" office as soon as possible, since there is limited space for private entries. Trophies will be presented on a one trophy per five entrants basis. Classic, Custom and Competition are the primary divisions.

Mert Lawwill, the man who almost won the National Championship, but for some bad luck, will be nominated for "Motorcyclist of the Year" by the Northern California Motorsports Writers Association next week. The only other recipients of this award have been Joe Leonard and Ron Grant. It appears that Mert will win the title.

For additional information, contact the "Cycle '68" office: (Area Code 415) 589-2365.

MORE WANT ADS

TRIUMPH ENGINE REBUILD $87.95

Finest workmanship – All genuine Triumph parts. 1. New pistons, rings, wrist pins, clips. 2. Replace all gaskets. 3. Bore & hone cylinders. 4. Decarbonize head. 5. Grind valves & seats. 6. Complete tune up. 7. Include all oil. Van Nuys Cycle, 7630 Van Nuys Blvd. 989-2230. (2/3)

FORKS EXTENDED

Up to 2" more travel HODAKA, Yamaha, Honda and other $10.00. Mail or bring your fork tubes to Chuck Ayres, 2555 Winston, Ap. 7, Anaheim, Calif. Phone: (714) 828-7314.

TOM or DAVE, I have the Tri-Bash plate you left in the desert at Holiday. Ph: 541-2010. (2/3)

MUST SELL

Rickman Triumph, 66 engine, low mileage set up and tuned by famous Walt Hoffman. Original investment $2,400.00. Will sell $1,095.00. Call Gordon Clark day (714) 496-1291, nite (714) 492-6632 or come by 4010 Calle Louisa, San Clemente, Calif.

65 HONDA S90 street bike $185 or ? (213) 328-2593.

GREEVES 250cc square barrel, new paint, near new engine $325.00. Phone 241-9682 after 6 & wknds. (2/3)

50cc 5 speed ISDT replica Hercules. Wildest of the fifties, ready to go anywhere (new bore!) $275.00. License, lights & muffler. W.D. Blakeslee. Ph: 861-8545 after 6 p.m. (2/3)

TRADE: Honda CL160 for road racer or ? (213) 839-0635 after 6 p.m.

TRADE: Bultaco Metisse, see to appreciate; leathers & helmet like new. For car or pick-up of equal value. 528-0247. Atwood, Calif.

1957 TRIUMPH 650 T110 street bike, runs o.k., but needs top end work & paint, has extra seat & tank $275.00. 923-0543 eves. (2/3)

1967 HONDA CL160 scrambler. 180cc (180 degree crank like the 250) 2000 mi., never raced, black & silver, need cash $450. (213) 846-9873. 919 Groton Dr., Burbank, Calif.

8' FIBGL. "SABOT" sail, hand trailer & many extras. $225.00. OX 9-7703. (2/3)

1957 500cc ARIEL Touring, completely original, runs good $300.00. M.P. Ziel, 38802 No. Division, Palmdale, Calif.

SALE: Kawasaki A1-R road racer with spares, Honda S90 road racer, CS90 scrambler, factory racing parts, CR110 parts, all must go. (206) 522-1670. Seattle, Washington.

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TRADE: Inboard Ski hull for late Triumph, street or dirt. (engine avail.) Tel: (213) 923-2669.

TRADE: Lobito hi tuned top in for detuned one. Want to cow trail. Telephone: (714) 522-4166.

Hopetown Souvenir T-shirts

Only $2. Order from Hogan, Box 31, Woodland Hills, Calif. Add 25¢ for shipping. Immed. delivery.

66-1/2 Matador BULTACO 250cc showroom, clean, low mil. $550. 3 rung bike trailer, large wheel $90. 213-755-8704.

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Buy a 1968 BSA
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Long, short, standard lengths for most motorcycles. Also tube extensions and fork braces. Longer, stronger **HODAKA** forks. BARNEY'S SPEED EQUIPMENT, 15745 Lakewood Blvd., Paramount, Calif. (213) 634-3545.

25% SAVINGS ON INSURANCE

Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: 836-5211.

BOOK: "HOW TO RIDE & WIN"

Expert riders in American sports competition tell the techniques of track and trail. Chuck "Feets" Minert and Bud Ekins on TT-Scrambling. East coast's Don Pink tells how to ride Enduros and trails. John McLaughlin on Grand Prix scrambles. Helpful tips on setup of motorcycle, cards & licenses and mucho more. Hardbound. $4.00 postpaid. Send check or money order to - How to ride and win, % C & S Publishing co., Box 498, Long Beach, Calif. 90801.

1967 MONTESA LA Cross. Very sanitary $700. Call LO 4-9121 San Francisco.

BULTACO 125cc T.S.S. Roadracer, engine rebuilt, ready to go $350.00. Phone: 370-8887. (213)

250cc PARILLA Scrambler. 200cc Bultaco Sherpa. Sell $250.00 each or trade for Lightweight Street Bike. After 5 p.m. 370-8887. (213)

WANTED: Pursang engine. Contact Gary Wier (714) 962-8598 eves.

TRADE: '64 200cc Bultaco. One piece set leathers size 38, helmet 6-7/8, good condition. 4 chrome reverse wheels for Ford, 2 slicks. 530-3812. (714)

TRADE: 66 Yamaha modified, Production Road Racer, fast for ? Also Ducati 175 G.P. 341-1619. (213)

750cc NORTON Scrambler, 66 Honda 160, 58 Corvette. 943-3506. (213)

Unique custom Harley 250cc road racer, made streetable. Phone: 962-9182, 9 to 6 daily, Fountain Valley, ask for Gary.

WANTED – Experienced Honda Triumph Mechanic. Modern shop and equipment. Honda of Santa Barbara, 408 Chapala, Santa Barbara, Calif. Ph: 965-4814.

1967 BRIDGESTONE 175

2800 miles, 4 months old, stock model, showroom cond. trading up, all reasonable offers considered. Call Kenny, 255-7904, 5310 York Blvd., Highland Park.

DUCATI 250cc racer very fast, see to appreciate. Must sell call 247-4043.

BULTACO 1966-1/2 175cc Sherpa, must sell can finance. Call 247-4043.

IN MEMORIAM

Of John Switzer, at Prospectors M.C. desert run, near Calif. City, November, 1964.

1968 GREEVES 250cc SCRAMBLERS OR TT

Immediate delivery on all models. Ted's 11718 Santa Monica Blvd., West Los Angeles. (213) 473-1101.

FAST 80cc Yamaha over $175 speed equip. All $200. (714) 684-3525.

1966 HONDA S90 engine, complete, runs good, stock $75. (213) 393-1894.

TRADE: Clean 1965 Ducati Diana Mark III 5 speed, tach, megaphone, extra sprockets, for Hodaka. (714) 847-2341.

TRADE, 1935 Indian Scout for complete Villiers or Bultaco engine. WH 1-1164.

1968 HONDA 305 scrambler 600 mi. custom seat., new guarantee $700.00. Call 527-4469. (213)

BULTACO 65 t.t. engine, hand built frame, alloy rims 53" w/b, telesco susp., 218 lbs., legal title. 864-1680 Norwalk.

'59 ZUNDAPP 250cc street or dirt $150. 454-1611. (213)

FOR SALE: '65 B.S.A. Hornet (650cc) set up for street, excellent condition $750. Will consider 305 Honda scrambler or late model Greeves Challenger in trade. Malcolm Fraser, 224 Martha Pl., Fullerton, Calif.

TRADE: One pair of Honda CB160 pipes with megaphones for a pair of CI160 scrambler pipes with mufflers. Phone: (213) 724-0205.

MECHANIC WANTED. Journeyman only Triumph or Yamaha. Must have own hand tools. Five day work week, excellent pay, many benefits. Call or stop by Bellflower Cycle Shop, 9135 Compton Blvd., Bellflower, Calif. 925-5093.

HARLEY PARTS LIQUIDATION

10 tons or more of new & used H.D. parts. From 1930 to 1967 – price quotes on request. Dealer discounts. Fast service. Stranahan Dist., West 1012 Railroad, Spokane, Wash. (509) 624-4411.

BEAUTIFUL 1941 4 cyl. Indian. Will stand small amt. of top end work $950. Would consider trade on late 17' to 21' trailer. (213) 257-5319.

NEW TRAILER

Custom built two rail for big Triumph or Harley $85.00. Call 222-3403. (213)

58 TRIUMPH 650cc. Complete and ready to ride in the dirt & most parts for street conv. Also set of street tires $450.00. OX 8-8650. (213)

GREEVES 250cc T.T. OR SCRAMBLERS in stock, Nicholson Motors, 11629 Vanowen, No. Hollywood, Calif. (213) 764-8674.

FREE SAMPLE: MOTORCYCLE, SCOOTER & THREE-WHEELER MECHANICS ILLUSTRATED - 200 photos, tuning, customizing, competing, touring, Repairing, Preventative Maintenace. Krumm, 3388 N. Modoc., Kerman, Calif. 93630.

TRIUMPH 500, desert special, stretched frame, Joe Hunt magneto, Barnett clutch, special alloy oil tank and aircleaner, plus all original road equipment. $565.00. 541-1874. (213)

WILL TRADE a 1955 Chrysler "300", 17,000 miles for good road or dirt bike. Bill – 454-3959. (213)

66 BSA 350cc excellent condition $460.00. (213) 434-2918 L.B., (714) 882-2397 S.B.

PRODUCTION RACER 67 Yam 350; Dunlop KR's, RR seat, rearset pegs, thruxtons, Vetter fairing, many, many goodies. Fast, ready to race. $250 and assume balance; must sell. Steve Thompson (AFM #206) 5948 Kenneth Ave., Fair Oaks, Calif. 95628; 916-988-0702.

DICK'S M/C SALVAGE, 9061 E. Artesia Blvd. 925-9054 junk bikes bought. (213)

TRADE: Shorrock super charger for road racing fairing 323-8133. (213)

FOUND – CAMERA CASE – left at checkpoint on Ensenada Run. Call (213) 432-0431 and describe. It will be sent to you.

1967 HONDA CB 450

Hurry & save $$. Must sell immediately! Almost new. Come see and make offer. Any offer considered. Any day after 7 p.m. Apt. 20, 1170 W. 31st St., Los Angeles, Calif.

FOUND One toolbox DirtDiggers Grand Prix. Contact: Eddy Miranda, P.O. Box 202, Atwood, Calif. 92601.

DUCATI '64 Monza, Go-cart, make offer. Lynwood, (213) 632-3762.

TRADE: Yamaha half miler, ex. cond. for pickup. (213) 864-8664 after 5 p.m.

CLEAN 57 FORD 3 Dr. Trade for Hodaka, Lobito, Moto-Beta desert bike. Tel: (714) 638-1745 or 534-3160.

MOTOR CYCLE AND MOTOR SCOOTER shop for sale. Fully equipped, going business! Must sell due to health! Make offer! Scooter Ville, 1520-A W. Lincoln Ave., Anaheim, Calif.

1967 MONTESA LaCross, 250cc. Excellent condition, with extras $575.00. Wkdays call 770-0270, Ext. 217. Eve. call 391-2844. Ask for Vaughn Cable. (213)

67 MONTESA LaCross 250cc. Compression Release, sprockets, extras, $650.00 like new, must sell. (213) 393-5218 9:00 - 5:00 p.m. Rod Coburn.

62 TRIUMPH 500cc Street, runs great, must see $575.00. (213) 393-5218 9:00 a.m.-5:00 p.m. Rod Coburn.

TRADE: Super fantastic '67 Hodaka for equal Sachs or Zundapp. 805-544-4472.

WILL PAY CASH for good used leathers. Phone collect 702-737-4281.

65 YAMAHA Ascot scrambler. (Set up for scrambles, semi desert) new tuned exhausts, etc. Trade for Hodaka, car, truck or ? (213) 848-2105.

1967 YAMAHA 100 "Twin" very clean. Low mileage, a $30.00 Daytona helmet goes with it. Must sell $275.00 or best offer. Call 213-326-3380.

67¾ DESERT HODAKA

Turner exhaust, 98cc, Bobby J, Webco head, Carlslye tires, Rickman bars, Stl. Controls, St. Cut Gears, Barney Brace, Licensed. Spare sprockets, jets, cables, rims, stock barrel & more. Fast, fantastic reliability and perfect condition $700.00 investment, sell $400.00. John Hancock, Box 1446, Cal Poly, San Luis Obispo, Calif. 93401, phone (805) 544-4472.

EL CAMINOS & PICKUP TRUCKS NEW AND USED – ASK FOR JIM WOOLWINE Phone: (213) 352-3241 or 353-3226.

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